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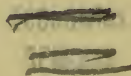
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35TH ANNUAL REPORT
OF THE
INTERSTATE COMMERCE
COMMISSION



DECEMBER 1, 1921

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WASHINGTON
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THE INTERSTATE COMMERCE COMMISSION.

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GEORGE B. MCGINTY, *Secretary.*

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REPORT OF THE INTERSTATE COMMERCE COMMISSION.

WASHINGTON, D. C., *December 1, 1921.*

To the Senate and House of Representatives:

The Interstate Commerce Commission has the honor to submit herewith its 35th annual report to the Congress. The period covered by this report extends from November 1, 1920, to October 31, 1921, except as otherwise noted.

A statement of appropriations and aggregate expenditures for the fiscal year ended June 30, 1921, is embodied in Part I of this report; while the names of the employees and expenditures in detail are set forth in Part II.

ORGANIZATION OF THE COMMISSION.

In our last annual report, under the head "Reorganization," we stated in a general way the manner of the distribution of work to the various divisions of the Commission. No important change has been made in the plan there outlined. Division 1, however, has been increased in membership from 3 to 4 commissioners; and Division 4 now takes its turn with Divisions 1, 2, and 3 in hearing arguments in and determining cases which are not otherwise reserved.

RATE READJUSTMENTS.

Perhaps the most difficult task now confronting us, and certainly the one of greatest importance to the public, is the readjustment of freight rates which is necessitated by the changing conditions attendant upon the recovery of this country and others from the effects of the world war.

During the war, and for some time after the signing of the armistice, the constantly rising operating expenses of the railroads made necessary very material increases in rates. It is unnecessary to refer particularly to what may be called minor readjustments, affecting only one or a few commodities in a restricted territory, although many of these resulted in substantial increases.

On June 25, 1918, General Order No. 28 of the Director General of Railroads, providing increases in freight rates and passenger fares, certified as necessary "in order to defray the expenses of Federal control and operation * * *," became effective.

The Congress is familiar with the situation of the railroads at the termination of Federal control, and with the various provisions in the transportation act, 1920, designed to remedy that situation. Among other things, the interstate commerce act was amended by adding a new section, designated section 15a. In this we were directed, in the exercise of our power to prescribe just and reasonable rates, to "initiate, modify, establish or adjust" rates so that carriers as a whole, or as a whole in each of the rate territories established by us, under honest and efficient management, will earn, as nearly as may be, a fair return upon the aggregate value of the railway property of such carriers devoted to the public use.

Following this enactment we instituted a proceeding, *Increased Rates, 1920*, 58 I. C. C., 220, to determine what rates would be necessary to give effect to the intent of Congress. This proceeding was discussed in our last annual report, at pages 6, et seq., and is briefly referred to at pages 7 and 8 of this report.

Since that decision was promulgated on July 29, 1920, conditions throughout the country have changed to a marked degree. The general trend of commodity prices and of labor costs has been downward.

We have been confronted with the demands of shippers, on the one hand, for reductions in rates which they allege are excessive and out of all proportion to the fallen values of commodities and which interfere with, or prevent, commodity movement; and, on the other hand, with the fact that the carriers have not been receiving the fair return contemplated by Congress. In this connection, we said in *Rates on Grain, Grain Products, and Hay*, 64 I. C. C., 85, 99:

The purpose of section 15a was undoubtedly to better stabilize the credit of railroads, reassure investors, and attract capital to the railroad industry. It is plainly our duty to do everything in our power to carry out this purpose. The experience of the past 12 months, however, has shown the limitations which surround in actual practice the operation of this provision of the law. The increases of 1920 were intended to give the carriers the specified return, and no doubt they would have done so if the volume of traffic had remained normal. Instead, it fell off sharply, and net earnings failed by a considerable margin to reach the desired mark. Nevertheless, when it became apparent that this would be the case, carriers and shippers alike agreed that it was not our duty, under section 15a, to raise rates to still higher levels. To have done this would clearly have been a vain thing, harmful alike to the country and to the carriers. The rate adjustment can not with advantage be made dependent upon fluctuations in traffic.

It is also to be noted that the duty cast upon us by section 15a is a continuing duty and looks to the future. It does not constitute a guaranty to the carriers, nor is the obligation cumulative. We are not restricted by past

or present statistics of operation and earnings. These are serviceable only as they illuminate the future. What is contemplated by the law is that in this exercise of our rate-making power the result shall reflect our best judgment as to the basis which may reasonably be expected for the future to yield the prescribed return.

Many rate readjustments have been made since the increases authorized in *Increased Rates, 1920, supra*, became effective on August 26, 1920. Some were made by the carriers voluntarily, others at our suggestion, and still others under our requirement after formal hearing. In some adjustments there were both increases and decreases and in many others only decreases. It is safe to say that at least a million changes in individual rates have been filed with us. The increases were made to remove discrepancies in rate adjustments and classifications. The reductions have been material, entailing reductions in carrier revenue of millions of dollars.

In Document No. 115, House of Representatives, 67th Congress, 1st session, is given a list of some of the more important reductions and readjustments of rates made since August 26, 1920, and it is not deemed desirable to burden this report with a detailed recital of the action taken in this regard. The reductions embrace rates on lumber, grain, hay, raw sugar, canned goods, coal, smelter products, iron ore, iron, and steel; on range cattle and other live stock; on potatoes and other vegetables; on sand, gravel, and other road-building material; and on other articles of commerce that move in large volume.

The value of the service and the cost of transportation are among the important elements to be considered in determining the reasonableness of freight rates. These elements are, and for some time have been, in a state of flux. As a result, freight rates have not yet reached a condition of equilibrium.

INTERSTATE AND INTRASTATE RATES—RAILWAY AND EXPRESS.

As previously stated herein, we instituted a proceeding, *Increased Rates, 1920, supra*, designated Ex Parte 74, in which hearings were held in Washington in May, June, and July, 1920. In accordance with the provisions of paragraph (3) of section 13 of the act we invited the state commissions to cooperate with us in this proceeding, whereupon three state commissioners, one from Pennsylvania, another from Iowa, and another from Florida, were selected by the National Association of Railway and Utilities Commissioners and sat with us throughout the hearings and oral argument and deliberated with us in conferences antecedent to our determination of the matters in issue.

As a result of the information obtained, we concluded that for the purposes set forth in section 15a, the country should be divided into four groups, designated eastern, southern, western, and mountain-

Pacific; that, with certain exceptions, passenger fares should be increased 20 per cent, with a 50 per cent surcharge on sleeping and parlor car fares to accrue to the rail carriers; and that, generally, freight rates should be increased 40 per cent in the eastern group, 25 per cent in the southern group, 35 per cent in the western group, 25 per cent in the mountain-Pacific group, and $33\frac{1}{3}$ per cent between groups, subject to the readjustments there recommended. Accordingly we authorized the carriers to make such increases in their rates, fares, and charges for the transportation of passengers and property in interstate commerce, which were thereafter to be effective.

Corresponding increases were authorized by state commissions in about one-half of the states. In the other states the state commissions denied, either wholly or in part, the carriers' applications for similar increases, whereupon the latter filed petitions with us, in accordance with the provisions of paragraph (3) of section 13, alleging that such refusals caused advantages, preferences, prejudices, and discriminations prohibited and declared to be unlawful by paragraph (4) of section 13.

In these cases it appeared that the commissions in 3 states declined to authorize any increases in intrastate rates, fares, or charges; in 17 they denied increases in passenger fares, but granted full or partial increases in freight rates; in 4 they granted increases in passenger fares, but not the full increases in freight rates; in one the state commission granted all increases except the Pullman surcharge. Thirteen out of the 17 commissions which denied increases in passenger fares did so on the ground of lack of jurisdiction, because the intrastate fare was fixed by state statute.

Pursuant to said petitions we instituted additional proceedings, of which the states interested were duly notified, and after hearings had been held by us therein we found that certain of the intrastate rates or fares and charges complained of caused undue and unreasonable advantages, preferences, and prejudices as between persons and localities in intrastate commerce, on the one hand, and interstate commerce on the other hand, and undue, unreasonable, and unjust discrimination against interstate commerce; whereupon, for the purpose of removing such advantages, preferences, prejudices, and discriminations we issued orders requiring the carriers involved to make certain increases in intrastate rates or fares and charges. To meet complications which early arose, we stipulated that the authority to increase rates, fares, and charges should not be construed as authorizing any common carrier to establish, put in force, or maintain any rate, fare, or charge intrastate which is greater than its corresponding rate, fare, or charge in interstate commerce from, to, or at the same points, or greater than its corresponding rate, fare, or charge con-

temporarily in effect and applicable to the transportation of passengers or property in interstate commerce.

Court proceedings have been instituted by the authorities of certain states to set aside the orders affecting their respective states on the grounds, generally, that the orders were invalid, first, because not based upon substantial evidence of unlawful discrimination; second, because we had misinterpreted the authority conferred upon us by the interstate commerce act; and third, because the provisions of law under which we acted constitute an unauthorized interference with state authority and are unconstitutional. Certain carriers have also sought injunctions in the United States district courts to restrain state authorities from interfering with their carrying out of our orders. Hearings have been had in a number of these cases and, so far as we are advised, the Federal courts have held our orders to be valid.

Two cases involving such orders have been argued before the Supreme Court. One of them, known as the *Wisconsin Passenger Fares Case*, has been set for further argument. In addition to the two cases mentioned, two original proceedings have been instituted in the Supreme Court, one by the State of North Dakota and the other by the State of Texas. The Texas case, apparently, raises every conceivable issue.

The provisions of section 15a of the act do not apply to express companies, but we now have before us proceedings as to 13 states wherein it is contended that certain rates and charges, which the American Railway Express Company is required by these states to apply to transportation of express matter in intrastate commerce, cause the advantages, preferences, prejudices, and discriminations prohibited and declared to be unlawful by paragraph (4) of section 13 of the act.

CONSOLIDATION OF RAILROADS.

On May 11, 1920, we instituted an investigation for the purpose of preparing and adopting a plan for the consolidation of the railway properties of the continental United States into a limited number of systems as contemplated in paragraphs (4) and (5) of section 5 of the interstate commerce act. All common carriers by railway subject to the act were made respondents.

Prof. W. Z. Ripley, of Harvard University, was employed to make a preliminary study of the problem. Under our direction he spent several months assembling and analyzing data and conferring with interested parties. The results, together with his recommendations, were embodied in a report to us. On August 3, 1921, we agreed upon a tentative plan confined, in the main, to class I roads, and

published Prof. Ripley's report as an appendix thereto. *Consolidation of Railroads*, 63 I. C. C., 455. In some respects our tentative plan presents alternatives for systems recommended by Prof. Ripley.

Due publicity has been given to this tentative plan. It has been served upon all respondents and copies have been sent to the governor of each state as well as to the tribunal, if any, having regulatory powers over railway common carriers of that state. After a reasonable time for preparation by parties interested, hearings will be held at convenient times and places upon notice, given to all carriers by railroad, so that a full record can be developed upon which can rest the plan to be ultimately adopted.

RAILROAD EARNINGS.

Railroad earnings and expenses during the past year reflect the unsettled industrial conditions resulting from the economic adjustments following the war. In 1920, the rising cost of labor and materials led us to sanction a sharp increase in the charges for transportation. *Increased Rates, 1920, supra*. These increases became effective near the close of August, 1920, which was the last month of the guaranty period. The increased rates, combined with a volume of traffic that taxed the capacity of the railways, resulted, in spite of the high costs of operation, in substantial increase of net earnings in September and October, 1920, but these did not attain a level equivalent to a rate of 6 per cent per annum upon the aggregate value of the railway property of the carriers held for and used in the service of transportation as determined by us in July, 1920, under section 15a. As will be seen by reference to statistics shown in Appendix C to this report, table A, net earnings fell rapidly after October, 1920, reaching almost a vanishing point in January, 1921. The inability of railroads at once to adjust expenses, proportionately to a marked reduction in traffic, accounts for the change. With a reduction of nearly half a million employees in service, and also as a result of some recession in the cost of materials, the net railway operating income showed an improvement in succeeding months. The reduction in expenses involved some retrenchments with respect to maintenance. With the reduction in the level of wages effective as of July 1, 1921, the net earnings in July, August, and September, 1921, again showed substantial increase, although not reaching a rate of 6 per cent on the value so determined for the United States as a whole. This more favorable showing came in spite of the continued depression in traffic. We are hopeful that with an improvement in the volume of traffic and with a further adjustment of operating costs in harmony with prevailing tendencies, a substantially lower level of rates and fares will be compatible with the rule of rate-making which has been

prescribed by the Congress and at the same time permit an adequate maintenance of the properties.

RELATIONS WITH THE RAILROAD LABOR BOARD.

Under the provisions of the transportation act, 1920, the Railroad Labor Board is given certain jurisdiction over the wages which shall be paid by carriers to their employees, and over working conditions. While the law makes no provision for coordination between the Labor Board and the Commission, the desirability of contact between the two bodies is appreciated. Since the creation of the Labor Board informal conferences have been held from time to time and will, without doubt, be continued in the future. We have been particularly solicitous to procure and have at hand such statistical information as may aid the Labor Board in its work.

RELATIONS WITH THE UNITED STATES SHIPPING BOARD.

Section 1 of the interstate commerce act provides "that the provisions of this act shall apply to common carriers engaged in * * * transportation * * * from or to any place in the United States to or from a foreign country, but only in so far as such transportation * * * takes place within the United States." By section 15, we are authorized to establish, within the limitations of the act, rates, rules, regulations, and practices applicable to transportation subject to the act. Section 25 lays upon us, in connection with export shipping, certain duties which are discussed elsewhere in this report.

The shipping act, 1916, which gives certain jurisdiction over water transportation to the United States Shipping Board, section 33, provides:

That this act shall not be construed to affect the power or jurisdiction of the Interstate Commerce Commission or to confer upon the Board concurrent power or jurisdiction over any matter within the power or jurisdiction of such Commission; nor shall this act be construed to apply to intrastate commerce.

Section 19 of the merchant marine act, 1920, provides in part as follows:

Sec. 19 (1) The Board is authorized and directed in aid of the accomplishment of the purposes of this Act * * *

(c) To request the head of any department, board, bureau, or agency of the Government to suspend, modify or annul rules or regulations which have been established by such department, board, bureau, or agency, or to make new rules or regulations affecting shipping in the foreign trade other than such rules or regulations relating to the Public Health Service, the Consular Service, and the Steamboat Inspection Service.

(2) No rule or regulation shall hereafter be established by any department, board, bureau, or agency of the Government which affects shipping in the foreign trade, except rules or regulations affecting the Public Health Service, the Consular Service, and the Steamboat Inspection Service, until such rule or regulation has been submitted to the board for its approval and final action has been taken thereon by the board or the President.

(3) Whenever the head of any department, board, bureau, or agency of the Government refuses to suspend, modify, or annul any rule or regulation, or make a new rule or regulation, upon request of the board as provided in subdivision (c) of paragraph (1) of this section, or objects to the decision of the board in respect to the approval of any rule or regulation, as provided in paragraph (2) of this section, either the board or the head of the department, board, bureau, or agency which has established or is attempting to establish the rule or regulation in question may submit the facts to the President, who is hereby authorized to establish or suspend, modify, or annul such rule or regulation. * * *

The merchant marine act repealed certain provisions of the shipping act, 1916, as amended, amended others, and contains additional legislation. Section 33 of the shipping act apparently was not repealed or amended by the merchant marine act.

The United States Shipping Board has taken the position that the provisions of section 19 are applicable to the Interstate Commerce Commission. With this view we are not in accord. However, recognizing the desirability of cooperation between different branches of the Government, and the benefits to be derived from joint consultation, we have appointed a committee to confer with a like committee from the Shipping Board upon matters of common interest and concern. But we feel that decision in such matters as have been placed within our jurisdiction by the interstate commerce and related acts must lie with us just as determination of matters placed primarily within the jurisdiction of the Shipping Board by the acts under which it functions must lie with that tribunal. It is desirable that section 19 of the merchant marine act be amended specifically to exclude this Commission from its operation.

Section 8 of the merchant marine act, 1920, requires the United States Shipping Board, in co-operation with the Secretary of War, to investigate territorial regions and zones tributary to ports; the causes of congestion of commerce at ports; the subject of water terminals, and other matters which would tend to promote and encourage the use by vessels of ports adequate to care for the freight that would naturally pass through such ports, and in case changes are deemed necessary in the rates, charges, rules, or regulations of rail carriers subject to our jurisdiction to submit its findings to us for such action as we may consider proper under existing law. Pursuant to section 8, the Board of Engineers for Rivers and Harbors made a survey of port facilities at south Atlantic and gulf ports and on March 25, 1921, the Secretary of War and the United

States Shipping Board placed the results of this survey before us. In substance it was represented to us that the charges, regulations, and practices of rail carriers at these ports were preventing the erection of needed terminal facilities; the natural development of the ports; the proper building up of our merchant marine, and the economical carrying on of foreign commerce. On April 9, 1921, we entered an order instituting a general investigation into the situation. Hearings in this investigation have been held. Necessity may be developed for extending the scope of the investigation to include north Atlantic and Pacific coast ports.

SECTION 28 OF THE MERCHANT MARINE ACT, 1920.

Section 28 of the merchant marine act, 1920, provides that no lower rate, fare, or charge shall be charged, collected, or received for the transportation within the United States of persons or property in foreign commerce than is charged for like transportation in domestic commerce, unless the water transportation from or to the port of export or import shall have been or is to be in a vessel documented under the laws of the United States. It also authorizes us, upon the certification of the Shipping Board that adequate shipping facilities are not afforded by vessels documented under the laws of the United States, to suspend the operation of the provisions of this section, and to terminate the suspension upon further certification of the Shipping Board that adequate facilities are so afforded. Upon appropriate certifications received from that Board, we have suspended the operation of the provisions of this section indefinitely.

The effect which the operation of section 28 may have upon the flow of commerce through different ports, and the possible resultant injury to some ports, merit the serious consideration of the Congress. Rail carriers, in making export or import rates, frequently group the ports in a given region, such, for instance, as the gulf region, and the lowest domestic rate to or from any port in the group upon the particular description of traffic under consideration is published as the export or import rate on that traffic to or from all ports within the group. The grouping is of benefit to shippers as well as to the ports affected, each one of which is nearer to some points of origin, and more distant from others, than any of the other ports. It follows that between certain origins and certain ports export or import and domestic rates are on a substantial parity. Even in the absence of such grouping the difference between the export or import and domestic rates to or from various ports is materially greater in some instances than in others. When section 28 becomes operative it is probable that export and import shipments moving in foreign vessels will seek the ports having the lowest domestic rates and at

these ports the foreign vessels will be able to compete upon practically equal terms with the United States vessels. The ultimate effect of section 28 may be merely to divert traffic from certain ports to others with little or no gain in tonnage for United States vessels.

The adequacy or inadequacy of shipping facilities afforded by vessels documented under the laws of the United States may vary from time to time dependent upon market conditions and the hazards of operation. It may become desirable, when adequate shipping facilities at particular ports are afforded by vessels so documented, to terminate the suspension of the operation of section 28 with respect to those ports but not as to others. Subsequent developments may make renewed suspension necessary. The construction and maintenance of port facilities are costly, and if the use of ports is to be made variable and shifting under the operation of this section that cost will be reflected in varying proportions in the charges to be borne by the shipping public.

Another aspect also merits careful consideration. A large part of our exports of grain, for example, move by rail under transit arrangements which permit of elevation, storing, grading, or other treatment within a limited period, as for instance 12 months, at the transit point, and forwarding on the balance of the through rate in effect at the time and from the place of original movement. If section 28, now suspended, should become operative shipments of grain could thereafter be carried in the same train from the same elevator to the same port for the same foreign vessel, on some of which the balance of the through export rate, which was in effect perhaps a year before, will be collected, and on other of which the higher domestic rate must be collected. If for some cause the suspension should be renewed, grain which had left the country elevator while section 28 was operative would still take the domestic rate from the transit point and grain originally shipped during the new suspension would take the export rate, although moving together from the same market to the same port for the same foreign vessel. The difficulty of policing such situations will be great. Moreover, grain dealers at primary markets name prices to foreign purchasers on grain delivered at the port. The purchasers arrange for the vessel and the dealer can not tell, in naming his price, whether or not a foreign vessel will be selected by the purchaser. Obviously the dealers' risk of loss will be great, and the effect upon commerce most prejudicial.

In our judgment the Congress should take such action with respect to this section as may be necessary to obviate unnecessary conflict with the needs and usages of inland transportation.

EXPORT BILL OF LADING.

The transportation act, 1920, added to the interstate commerce act a new section, designated section 25, which requires water carriers engaged in foreign commerce whose vessels are registered under the laws of the United States to file with us schedules of sailing dates, routes, and destinations, which schedules shall be published by us and distributed to railway agents, at points designated by us, for the information of shippers; provides a method of procedure for reserving space at specified rates in the vessels of such water carriers; and, where such space for an export shipment has been reserved, directs the rail carrier to which the shipment is delivered for transportation to issue a through export bill of lading to destination.

Paragraph (4) of section 25 provides, in part:

The Commission shall, in such manner as will preserve for the carrier by water the protection of limited liability provided by law, make such rules and regulations not inconsistent herewith as will prescribe the form of such through bill of lading.

On April 14, 1919, we made a report and order in *Bills of Lading*, 52 I. C. C., 671, wherein we prescribed a uniform domestic bill of lading and a uniform export bill of lading. Our order was enjoined by a divided court in *Alaska S. S. Co. v. United States*, 259 Fed., 713. The majority expressed the view that no power had been conferred upon us by Congress "to draw the carriers' bill of lading, either in whole or in part. If they are in any respect unjust or unreasonable or unlawful, the courts are open to the parties injured; if they contain any limitation of liability for loss or damage which Congress has declared to be void, the courts will say so."

The Supreme Court held, on appeal, that the case was made moot by the passage of the transportation act, 1920, and reversed the order of the district court, remanding the case to that court with directions to dismiss the petition without prejudice to the right of the complainants to assail in the future any order we might make prescribing bills of lading pursuant to the new legislation. *United States v. Alaska S. S. Co.*, 253 U. S., 113.

On August 7, 1920, we entered an order reopening *Bills of Lading*, *supra*, for further hearing with respect to the form and substance of through export bills of lading. Pursuant to the directions of Congress quoted above, we made a report and order, *Export Bill of Lading*, 64 I. C. C., 347, making rules and regulations prescribing the form of through export bill of lading to be issued by carriers subject to the interstate commerce act for application to the transportation of property from points in the United States designated under the provisions of section 25 to points in nonadjacent foreign

countries in connection with ocean carriers whose vessels are registered under the laws of the United States.

The inland carriers, and more particularly the eastern carriers, challenged our jurisdiction to do more than prescribe the "form" as distinguished from the substance of the bill of lading, their illustrations of form being size of type and color of paper. For the reasons stated in our report, we found that—

* * * our power to prescribe rules and regulations, not inconsistent with the act, which shall constitute and determine the form of the bill of lading, covers the terms or tenor of that instrument and is, as to the transportation until delivery to the ocean carrier, adequate and complete.

The ocean carriers beyond the port of export, however, are not subject to the act except to the extent stated in section 25. Additional legislation may become necessary to carry out the purpose of the Congress.

All parties to the proceeding emphasized the importance of securing a bill of lading that would be placed in general use at once. We have taken such action, consistent with the record before us, as in our view seems calculated to effect this object. Before adopting the report and order we conferred with a committee of the Shipping Board representing that body.

INTERLOCKING DIRECTORATES.

In paragraph (12) of section 20a of the act it is, among other things, provided that—

After December 31, 1921, it shall be unlawful for any person to hold the position of officer or director of more than one carrier, unless such holding shall have been authorized by order of the Commission, upon due showing, in form and manner prescribed by the Commission, that neither public nor private interests will be adversely affected thereby.

And by paragraph (1) of that section the term "carrier" is defined as follows:

That as used in this section the term "carrier" means a common carrier by railroad (except a street, suburban, or interurban electric railway which is not operated as a part of a general steam railroad system of transportation) which is subject to this Act, or any corporation organized for the purpose of engaging in transportation by railroad subject to this Act.

By order dated October 11, 1921, attached to a notice to the public issued by us under date of October 13, 1921, we prescribed the form in which applications for the authority referred to in paragraph (12) are to be made, and described the information to be included in such applications. In this order, which was duly served upon all common carriers to be affected thereby, we interpreted the portion of paragraph (12) above set forth as covering—

any person, authorized by a carrier, as defined in said paragraph (1), to perform, temporarily or otherwise, the duties, or any of the duties, ordinarily performed by a director, president, vice president, secretary, treasurer, general counsel, general solicitor, general attorney, comptroller, general auditor, general manager, freight traffic manager, passenger traffic manager, chief engineer, general superintendent, general land and tax agent, or chief purchasing agent, of the carrier.

and provided that an application for such authorization might be made by any interested carrier, or by any person in his own behalf.

The notice to the public which accompanied the order prescribing these regulations intimated that the orders granting authority to hold the position of officer or director in two or more carriers will in terms be effective in each case until our further order. The text of the regulations so prescribed appears in Appendix H.

BUREAU OF FINANCE.

The work under each of the provisions of the transportation act, 1920, and of the interstate commerce act performed by this bureau will be discussed separately.

CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY.

During the year ended October 31, 1921, 79 applications for certificates of public convenience and necessity were filed under the provisions of paragraphs (18) to (22) of section 1 of the interstate commerce act. Fifty-one certificates have been issued, and 10 applications have been withdrawn. Of the total number of applications filed, 39 were for permission to construct new lines of railroad or to extend existing lines, and 40 were for permission to abandon lines of road. The authorization issued during the year covered about 405 miles of new construction and 702 miles of abandonment. On June 18, 1921, we promulgated revised rules and a new form of questionnaire covering cases arising under these paragraphs.

Pursuant to the provisions of paragraph (3) of section 13 of the act, we have availed ourselves of the cooperation, services, records, and facilities of the state commissions in disposing of applications for certificates of public convenience and necessity. At our request these commissions have held hearings in 15 such cases, transmitting to us the records thereof together with their recommendations, which, in 13 of the cases, were followed by us.

During the year questions have arisen respecting the proper construction of paragraphs (18) to (22), inclusive, of section 1 of the interstate commerce act as affecting our jurisdiction thereunder.

On April 8, 1921, applications covered by paragraph (18) of section 1 being under consideration, we adopted the following conference ruling:

That the applications which must be made to the Commission for certificates of public convenience and necessity under paragraph (18) of section 1 of the Interstate Commerce Act are confined to new lines of railroad and extensions of lines of railroad to be constructed, or put in operation in interstate or foreign commerce, by carriers subject to the act, subsequent to the effective date of the paragraph, and to lines of railroad in existence prior to that date which were not then being used in interstate or foreign commerce, except that the term "abandon," as used in the paragraph applies to any line of railroad or portion thereof owned or operated by a common carrier subject to said Act, and means entire cessation of operation thereof in interstate or foreign commerce; and that any such certificate granted by the Commission applies to the property covered thereby, regardless of any change in the owner or operator of the property which may take place after the certificate is granted.

That it is not necessary to secure from the Commission a certificate of convenience and necessity for the acquirement of an ordinary trackage right; or for the discontinuance of the use of such trackage right, provided such discontinuance does not result in withdrawal of all service to the public upon the road or part of road over which such trackage right is exercised.

The question has also arisen whether the provisions in paragraphs (4) to (8) inclusive of section 5 of the interstate commerce act as to consolidation of the railway properties of the continental United States into a limited number of systems are intended to prevent the voluntary consolidation of two or more of such carriers pending ultimate adoption by us of a complete plan of consolidation, as provided in paragraph (5), or whether in the meantime they may effect such voluntary consolidation, either with or without our approval.

The statute does not expressly provide for such consolidations during the interval which must elapse before adoption by us of the complete plan. An interpretation of these provisions which would prohibit all consolidation in the meantime might work hardship and fail to meet the underlying intent of the Congress. It seems desirable that the uncertainty should be resolved by appropriate amendment.

In six cases in which we have authorized the construction of new lines of railroad, permission has been granted under paragraph (18) of section 15a to retain the excess earnings derived from the operation of such new lines.

The following is a list of the cases in which certificates of public convenience and necessity were issued during the year:

CONSTRUCTION.

Name of applicant.	Location of line.	Mileage.
Ahukini Terminal & Railway Co.....	District of Puna, Kauai, Hawaii.....	16
Alabama, Florida & Gulf Railroad Co.....	Houston county, Ala.; Jackson county, Fla.....	13
Buffalo, Rochester & Pittsburgh Railway Co.....	Indiana county, Pa.....	1.97
Central of Georgia Railway Co.....	Jefferson county, Ala.....	6.78
Central Railroad Company of New Jersey.....	Cumberland county, N. J.....	1
Detroit & Ironton Railroad Co.....	Wayne county, Mich.....	15

CONSTRUCTION—Continued.

Name of applicant.	Location of line.	Mileage.
Flint Belt Railroad Co.....	Genesee county, Mich.....	8.25
Idaho Central Railroad Co.....	Twin Falls county, Idaho; Elko county, Nev...	90
Interstate Railroad Co.....	Wise and Scott counties, Va.....	25
Jackson & Eastern Railway Co.....	Scott, Leake, Rankin, and Hinds counties, Miss..	61
Kentucky & Tennessee Railway.....	McCreary county, Ky.....	1.75
Oklahoma & Arkansas Railway Co.....	Delaware and Mayes counties, Okla.....	20
Pittsburgh & West Virginia Railway Co.....	Brooke county, W. Va.; Washington county, Pa.	3.2
Potato Creek Railroad Co.....	Potter and McKean counties, Pa.....	2.22
Tennessee Railroad Co.....	Campbell and Anderson counties, Tenn.....	6
Texas Midland Railroad Co.....	Hunt county, Tex.....	14
Utah Railway Co.....	Utah county, Utah.....	24.965
Union Pacific Railroad Co.....	Scotts Bluff county, Nebr.; Goshen county, Wyo.	43.4
Wichita Falls & Southern Railroad Co.....	Stephens and Young counties, Tex.....	44
Wisconsin & Michigan Railroad Co.....	Dickinson county, Mich.....	7.17
Total miles of construction.....		404.705

ABANDONMENT.

Atebison, Topeka & Santa Fe Railway Co.....	Yavapai county, Ariz.....	5.9
Atebison, Topeka & Santa Fe Railway Co.....	San Bernardino county, Calif.....	15.18
Atebison, Topeka & Santa Fe Railway Co.....	Kay county, Okla.....	4.67
Bennettsville & Cheraw Railroad Co.....	Marlboro, Dillon, and Marion counties, S. C.....	10.44
E. R. Bernstein, receiver of Louisiana & Northwest Railroad Co.....	Natchitoches parish, La.....	22
Boston & Maine Railroad.....	Coos county, N. H.....	3.39
Boston & Maine Railroad.....	Grafton county, N. H.....	9.47
Central New England Railway Co.....	Hampden county, Mass.....	1.87
Delta Southern Railway.....	Washington, Bolivar, Sharkey, Leflore, and Humphreys counties, Miss.....	52.11
Duluth & Northern Minnesota Railway Co.....	St. Louis, Lake, and Cook counties, Minn.....	99.25
Eastern Texas Railroad Co.....	Angelina, Trinity, and Houston counties, Tex..	30.3
Gulf, Mobile & Northern Railroad Co.....	Jones county, Miss.....	6.6
Kentwood, Greensburg & Southwestern Railroad Co.....	Tangipahoa and St. Helena parishes, La.....	13.21
Kinder & Northwestern Railroad Co.....	Allen parish, La.....	14
Liberty-White Railroad Co.....	Pike and Amite counties, Miss.....	24.2
Mississippi Central Railroad Co.....	Forrest County, Miss.....	11.74
Northern Pacific Railway Co.....	Richland county, N. Dakota.....	1.87
Ocean Shore Railroad Co.....	San Francisco, San Mateo, and Santa Cruz counties, Calif.....	53.628
Orangeburg Railway.....	Orangeburg county, S. C.....	17.7
Patterson & Western Railroad Co.....	Stanislaus county, Calif.....	23.6
R. B. Pegram, receiver of Hawkinsville & Florida Southern Railway Co.....	Pulaski, Wilcox, Turner, Worth, and Mitchell counties, Ga.....	92.97
Pere Marquette Railway Co.....	Kalkaska county, Mich.....	11.47
Pere Marquette Railway Co.....	Benzie county, Mich.....	4.45
Pere Marquette Railway Co.....	Clare county, Mich.....	9.88
Potato Creek Railroad Co.....	Potter and McKean counties, Pa.....	13.49
Seaboard Air Line Railway Co.....	Nassau county, Fla.....	1.39
Seaboard Air Line Railway Co.....	Manatee county, Fla.....	.66
Spokane & British Columbia Railway Co.....	Ferry county, Wash.....	36.30
Sugar Pine Railway Co.....	Tuolumne county, Calif.....	14.15
R. V. Taylor, receiver of the Alabama & Mississippi Railroad Co.....	Washington county, Ala.; Green, George, and Jackson counties, Miss.....	77.75
Wisconsin-Northwestern Railway.....	Marinette county, Wis.....	18.3
Total miles abandoned.....		701.938

ACQUISITION OF CONTROL OF ONE CARRIER BY ANOTHER CARRIER AND THE CONSOLIDATION OF CARRIERS.

Under the provisions of paragraph (2) of section 5 of the amended interstate commerce act we are authorized to approve, by order, the acquisition by one carrier of control of one or more other carriers, whether by lease, or by purchase of stock, or in any other manner not involving the consolidation of such carriers into a single system. During the year, 25 applications have been filed under this paragraph and 19 orders have been issued, in each case granting the authority

requested. On April 21, 1921, we promulgated rules and a form of questionnaire governing the procedure under this paragraph.

Three applications were filed for authority to effect consolidation, but in each case the applicant was advised that its application could not be considered in advance of the adoption of a complete plan of consolidation as required by paragraphs (4) and (5) of section 5, discussed elsewhere in this report.

CONSOLIDATION OF TELEPHONE COMPANIES.

By an act approved June 10, 1921, and designated as paragraph (9) of section 407 of the transportation act, 1920, telephone companies may make application to us for a certification that the consolidation of their properties into a single system under the ownership of a consolidated company which would be subject to the interstate commerce act will be to the advantage of those persons to whom service is to be rendered and in the public interest. Pursuant to this enactment a joint application was filed on August 30 by the two principal telephone companies operating in the state of Ohio, and a certificate, as provided by the act, was issued. Two similar applications are now pending.

RECOVERY OF EXCESS NET RAILWAY OPERATING INCOME—GENERAL RAILROAD CONTINGENT FUND.

Under the provisions of paragraphs (5) to (16) inclusive, of section 15a of the act, we are required to recover one-half of the annual net railway operating income received by any carrier for any year in excess of 6 per cent of the value of the railway property held for and used by it in the service of transportation.

We are authorized to establish and maintain with the income thus received a general railroad contingent revolving fund, to be used in furtherance of the public interest in railway transportation either by making loans to carriers to meet expenditures for capital account, or by purchasing transportation equipment and facilities and leasing such equipment to carriers.

Forms of questionnaire and return, together with rules and regulations for the determination and recovery of excess income under this section, are in preparation.

ISSUANCE OF SECURITIES—ASSUMPTION OF OBLIGATIONS.

Since our last annual report 283 applications under section 20a have been received, and the issue of securities in the following aggregate amounts, largely for refunding purposes, has been authorized:

Stocks	\$242, 657, 500. 00
Bonds	1, 276, 761, 616. 39
Notes	98, 402, 194. 79
Miscellaneous	97, 780, 313. 24
Total	1, 715, 601, 624. 42

Under the provisions of paragraph (9) of section 20a, certificates of notification of the issuance of notes maturing within two years or less in the aggregate sum of \$137,502,723.52 were filed.

Some difficulty has arisen in the construction of section 20a in its application to electric lines. Under the law as it now stands, we have no jurisdiction over the issuance of securities of a "street, suburban, or interurban electric railway which is not operated as a part of a general steam railroad system of transportation." Certain electric railways independently operated are engaged in the general transportation of freight in interstate commerce in addition to the transportation of passengers. The use of electricity as motive power for railways is rapidly increasing. Some electric lines correspond substantially to steam roads in all important particulars except that of motive power. Under section 15a of the act we are given authority to include in groups of carriers for rate-making purposes such interurban electric lines as are engaged in the general transportation of freight. It seems desirable that section 20a of the interstate commerce act be so amended as to indicate definitely the classes of electric railway companies subject to that section.

Three applications requesting authority to issue shares of capital stock without nominal or par value have been filed with us. One of them, filed by the El Paso & Southwestern Company, involved the exchange of stock without par value for stock having a par value; authority upon this application was granted. The other two applications involved the issue of stock without par value under reorganization plans for railroads previously in receivership. Authority upon one of these, filed by the Denver & Rio Grande Western Railroad Company, was granted. The other is pending.

REIMBURSEMENT OF DEFICITS DURING FEDERAL CONTROL.

In the administration of section 204 of the transportation act, 1920, we have encountered some difference of opinion as to the proper interpretation of the term "deficit" as used in the statute. Paragraph (a) provides that "when used in this section, the term 'carrier' means a carrier by railroad which, during any part of the period of Federal control, engaged as a common carrier in general transportation, and competed for traffic, or connected, with a railroad under Federal control, and which sustained a deficit in its railway operating income for that portion (as a whole) of the period of Federal control during which it operated its own railroad or system of transportation," etc. Paragraph (b) provides that "for the purposes of this section, railway operating income or any deficit therein for the period of Federal control shall be computed in a manner similar to that provided in section 209 with respect to such income or deficit for the guaranty period," etc. We have construed this

language to limit the application of section 204 to carriers which, in the portion of the period of Federal control (as a whole) during which they operated their own lines of railway, sustained actual deficits in railway operating income without reference to the results for any other period, and to limit the extent to which such deficits may be reimbursed to the amounts remaining after the adjustments specified in paragraphs (1) to (5) of subdivision (f) of section 209.

Of 279 claims for reimbursement of deficits filed with us, no less than 93 fall without this construction of the law in that no actual deficits were sustained in the portion of the period of Federal control during which the respective carriers operated their own lines. Protests against our interpretation of the statute have been lodged by a considerable number of carriers thus excluded from the benefits of the section, who contend that the word "deficit" as used in section 204 means a decrease or falling off in railway operating income for the Federal control period, as compared with that of the test period.

The claims of the carriers which are entitled to reimbursements of deficit, under our construction of that word, aggregate \$14,128,455.44. Owing to necessary corrections and adjustments, it is estimated that the amount to be certified in respect of these claims will be \$11,079,799.84. Partial payments under section 212 of the transportation act, added February 26, 1921, and final settlements thus far certified, with the estimated amount remaining to be certified, are summarized in the following table, where the amounts payable under paragraphs (f) and (g) of section 204, deductions therefrom on account of traffic balances and other indebtedness due the President, as operator of transportation systems under Federal control, and the net amounts actually payable to these carriers are set out in the order mentioned:

Status.	Amounts payable under paragraphs (f) and (g).	Deductions.	Net payments.
Certified:			
Final settlements (20 carriers) ¹	\$992,529.48	\$230,879.67	\$761,649.81
Partial payments.....	2,177,651.41	820,345.84	1,357,305.57
	3,170,180.89	1,051,225.51	2,118,955.38
Remaining to be certified.....	*7,909,618.95	*3,203,062.19	*4,706,556.76
Total.....	*11,079,799.84	*4,254,287.70	*6,825,512.14

¹ Listed in Appendix G.

* Estimated.

SIX MONTHS' GUARANTY AFTER TERMINATION OF FEDERAL CONTROL.

In our last report we stated that 666 carriers filed acceptances of the provisions of section 209 of the transportation act, 1920, on or before March 15, 1920, as prescribed by law. It has been ascer-

tained that one other small carrier accepted the provisions of the act within the time specified and that the total number of carriers accepting is therefore 667. Of this number, 547 have filed returns, showing an aggregate amount of \$818,400,184.93 as due them under the provisions of the act. Included in this number are the returns of 59 carriers not having a separate status under section 209 although filing separate acceptances. Of the corporations that have not filed returns it has been decided by us that 8 were not carriers as defined in section 209 and that 32 were operated as joint facilities and will not be entitled to any benefits under the provisions of section 209, their revenues and expenses being cleared through the accounts of the operating carriers. The remaining 80 carriers either had excess incomes or are short line carriers, the amount of whose claims will be relatively small.

The addition of section 212 to the transportation act, effective February 26, 1921, authorizes partial payments under section 209, and permits us, in case of deferred debits and credits to railway operating income which can not at that time be definitely determined, to make a reasonable estimate thereof, and when agreed to by the carrier, to use such estimate in certifying the amount due in final settlement of the guaranty. Since that date, 447 requests for partial payments under subdivision (g) of section 209, as amended by section 212, have been filed by carriers. Returns to our orders of October 18, 1920, and January 5, 1921, after making certain adjustments, have been used as a basis in certifying partial payments, and on the basis of such returns we have certified approximately \$166,000,000 for payment.

We estimate the total amount payable under the guaranty at about \$536,000,000.00. Of this amount there have been certified to the carriers—

As advances under section 209(h)-----	\$263, 935, 874. 00
As partial payments under section 209(g) as amended by section 212-----	165, 862, 775. 05
In final settlement under section 209(g)-----	721, 658. 32
Total-----	430, 520, 307. 37
Leaving an estimated amount still payable to the carriers under section 209 about \$105,500,000.00.	

Lists of certifications of advances and partial payments will be found in appendix G. Final settlements have been made with 5 carriers, as follows:

Name of carrier.	Amount certified.
Alabama & Mississippi Railroad Company-----	\$16, 543. 61
Ann Arbor Railroad Company-----	75, 261. 85
Electric Short Line Railway Company-----	14, 993. 67
Electric Short Line Terminal Company-----	3, 158. 56
Norfolk Southern Railroad Company-----	611, 700. 63

LOANS TO CARRIERS.

In our last report we outlined in a general way the steps taken by us looking to an administration of section 210 of the transportation act, 1920, in the best interests of the public and the carriers alike, as contemplated by the statute. Since that report was prepared the distribution of the fund has steadily progressed. In this connection the recommendations of the Association of Railway Executives and the American Short Line Railroad Association have been helpful.

Because of the general depression in business during the year and the resulting decline in the costs of materials and labor, some carriers, considering it sound business discretion to defer expenditures of the proceeds of loans certified to them, requested us to cancel our certificates and to consider their applications as withdrawn. Other carriers have requested us to authorize them to expend a portion of the proceeds of their loans for purposes other than those for which the loans were originally made. We have generally approved this policy and have thus been able to extend the benefits of the revolving fund to other carriers more urgently in need of financial help, particularly in respect of maturing indebtedness. Several changes are therefore necessary in the previous statement of loans made. Appendix G to this report contains a revised statement of all loans from the revolving fund approved by us, from the beginning of our administration of the fund to October 31, 1921. The statement also shows the status of the revolving fund as of that date, including accretions from payments of interest and repayments of principal.

The amendment to section 210 effected by section 5 of the sundry civil appropriations act, approved June 5, 1920, authorized us to make loans for equipment to or through such organization, car trust or other agency as we might determine upon, approve or organize for the purpose "as most appropriate in the public interest," subject to the provisions of the act. The National Railway Service Corporation, a corporation of the state of Maryland, organized under the auspices of the National Association of Owners of Railroad Securities, has been approved by us as an agency for this purpose, and we have certified to this corporation the following loans for the benefit of carriers named:

Baltimore & Ohio Railroad Company-----	\$5, 200, 000
New Orleans, Texas & Mexico Railway Company-----	926, 000
Bangor & Aroostook Railroad Company-----	53, 100
Chicago, Rock Island & Pacific Railway Company-----	1, 568, 540
Minneapolis & St. Louis Railway Company-----	386, 190
Wheeling & Lake Erie Railway Company-----	3, 304, 000
Total -----	\$11, 437, 830

As a condition of the certification of these loans the National Railway Service Corporation and the carriers themselves were required to finance from outside sources \$18,409,765.

Paragraph (a) of section 210, as amended, limits the time within which applications for loans may be filed with us to two years from February 28, 1920. In prescribing this limitation the Congress apparently anticipated that the "transition period" would be of relatively short duration. The progress of readjustment throughout the country has been slower than was generally anticipated.

In addition to the uncertified balance of the revolving fund on October 1, 1921, not including \$40,000,000 tentatively reserved to meet claims, judgments, etc., against the Railroad Administration arising out of Federal control, repayments of principal of loans already made, which by their terms require early or serial repayment, and accretions to the fund from semi-annual interest payments during the 2 years following February 28, 1921, are estimated to aggregate \$93,000,000, making an approximate total of \$103,000,000 available for additional loans if the period for filing applications should be extended.

BUREAU OF ACCOUNTS.

The activities of this bureau during the early part of the year were directed largely to the work of completing the adjustments of the railway operating income for the test period which were made necessary as a result of our examinations of the accounts for the 3 years ended June 30, 1917, for the purpose of enabling us to make final certification to the President of the amount of average annual operating income of carriers under Federal control. The final certifications yet to be made, relatively small in number, are due to adjustments now the subject of correspondence with the carriers affected.

Accounting examinations for the purpose of establishing the correctness of claims filed by carriers under sections 204 and 209 of the transportation act, 1920, as the basis of our certifications of amounts payable to such carriers, have gone steadily forward. During the year we have gone over the accounts of 160 carriers claiming benefits under section 204. Examinations in connection with section 209 totaled 138. Our examinations under section 204 disclosed a generally unsatisfactory condition of the accounts of the smaller roads. They are the principal beneficiaries under this section. Our efforts to give its provisions prompt effect have been greatly hindered by defective accounting, which not only prolonged our examinations but, because of the consequent adjustment of numerous accounting errors, resulted in delay which otherwise would have been avoided in our

determination of the amount of deficit in railway operating income. These special examinations under sections 204 and 209 have absorbed the services of our relatively small force of field accountants to the practical exclusion of the general examinations which we deem the most effective means of policing the accounts of carriers and insuring that uniformity of accounting prescribed by our regulations. General examinations are now being resumed.

In our last report, reference was made to the creation of a depreciation section of the bureau, for the purpose of carrying out those provisions of section 20 of the interstate commerce act which require us to prescribe as soon as practicable for carriers subject to the act the classes of property for which depreciation charges may properly be included under operating expenses and the percentages of depreciation which shall be charged in respect of each of such classes of property. Much progress has been made in the work of this section. It has been occupied with the many preliminary studies and analyses which must be the foundation of any determination of depreciable classes of property and the related percentages of depreciation for the various classes of carriers.

During the year work was begun on the revision of our accounting regulations. Those now in effect were last revised as of July 1, 1914. A further revision is imperative to make them responsive to requirements imposed by new legislation and to improve them further in the light of the experience gained in their practical application during the past 7 years. It has, however, been found necessary to provide for certain features in advance of the contemplated revision. This we have done through several orders formally amending the existing regulations.

In our last annual report we called attention to the necessary enlargement of the bureau's staff of accountants occasioned by the increased accounting work imposed on us by new legislation and for which an increased appropriation was granted. We were unable to give full effect to the contemplated increase in the staff because the appropriation for the year ending June 30, 1922, was reduced. The bureau has been substantially enlarged, although not yet to the extent which we consider necessary.

CERTIFICATION OF THE STANDARD RETURN.

Since the approval of the Federal control act we have certified in tentative form the average annual railway operating income of 588 carriers for the three years ended June 30, 1917, amounting in the aggregate to \$945,428,123.54. The sum stated does not represent the exact standard return of the carriers taken under Federal control, because it has been necessary to make corrections

of these tentative certifications and because it may yet be determined that some of the carriers whose income was so certified were not taken under Federal control.

During the year covered by this report we made 3 tentative certifications, 137 corrected certifications, and ascertained that the income certified in 19 tentative certificates was computed in accordance with our accounting regulations.

The tentative certifications were made from the reports of the carriers as they were rendered to us. We have reviewed the accounts of the carriers and ascertained that many of the tentative certifications required correction. A list of the tentative and corrected certifications thus far made is shown in Appendix F.

BUREAU OF STATISTICS.

The work of this bureau may be reviewed by reference to the various sections according to which the employees are grouped.

The annual reports section receives and examines annually reports from more than 3,000 corporations, classified in 1920 as follows:

Steam railway companies:	Number of annual reports.
Class I.....	192
Class II.....	319
Class III.....	397
Switching and terminal.....	236
Lessor.....	456
	<hr/> 1, 600
Electric railways.....	318
Sleeping car companies.....	1
Express companies.....	4
Telephone companies.....	1, 070
Water lines.....	115
Telegraph and cable companies.....	15
Pipe lines.....	33
	<hr/>
Total.....	3, 156

The above does not include brief circulars filed by the very small railroad and telephone companies. This section prepares our principal annual statistical publication, the Statistics of Railways in the United States. It also prepares the annual report of express companies, the quarterly commodity statistics, as well as many special statements for our use.

The operating returns section now prepares the following monthly statements:

a. Operating revenues and operating expenses of Class I steam roads, by regions and districts.

b. Operating revenues and operating expenses of individual large steam roads.

c. Freight and passenger service operating statistics of Class I steam roads, by regions.

d. Operating statistics of individual large steam roads.

e. Freight and passenger train service unit costs of Class I steam roads.

f. Revenue traffic statistics of Class I steam roads.

g. Summary of reports of large telephone companies.

Since our last report, the forms relating to the monthly operating statistics have been revised after a conference with a committee representing the American Railway Association.

The wage statistics section has been recently organized to examine and compile the monthly reports of the service and compensation of railroad employees required by our order of April 18, 1921, effective July 1, 1921. These reports are designed to meet both our needs and those of the Railroad Labor Board. The number of reporting divisions or classes of railroad employees for which data are required has been increased from 68 to 148 and the data regarding hours of service and compensation have been divided so as to show straight time separately from overtime, as well as other details. We have cooperated with the Labor Board in the preparation of the forms for these reports so that only one report, through duplicate copies, may suffice for both organizations.

The accident statistics section prepares quarterly and annual bulletins of railroad accident statistics. The analysis of causes of accidents has been elaborated to meet the needs of those engaged in accident prevention.

To effect the more expeditious issue of our monthly and quarterly statements the use of card-punching and tabulating machines has been extended and centered in a mechanical tabulation section. A reference room is maintained for the use of the public in consulting the files of annual, quarterly, and monthly reports of carriers.

The increased duties imposed upon us by the transportation act, 1920, have necessarily increased the amount of statistical work to be done. The marked growth in the number of clerks employed by railroads frequently gives rise to the suggestion that perhaps much unnecessary information is being collected by the Government. Careful consideration is given to all such comments and from time to time requirements are eliminated where the data are no longer needed. The annual report form for 1917 was thoroughly revised from this standpoint. In 1920 the distribution of locomotive-hours was eliminated. Proposals for important additions to statistical requirements are discussed before adoption with representatives of railroads to ascertain the cost of compiling them. The importance of supplying adequate information regarding wages and hours of

service as having a bearing on our analysis of railroad costs, being necessary in the work of the Labor Board, and assisting in the formation of an enlightened public opinion on this subject, justified the expansion of the wage statistics above referred to. Much of the accounting and statistical burden felt in recent years by railroads is due to the passage of the properties from private to public control and back again to private control. In Appendix C will be found statistical data drawn from the annual and other reports of carriers.

FORMAL DOCKET.

The transportation act, 1920, provides that complaints praying for reparation on account of damage caused by rates collected through the President during the period of Federal control may be filed with us within one year after the termination of Federal control. By reason of this provision an unusually large number of complaints was filed during the months immediately preceding March 1, 1921. More than 900 such complaints were filed during February, 1921.

The formal complaints filed numbered 1,487, of which 1,307 were original complaints and 180 subnumbers, an increase of 447 as compared with the previous year. We decided 840 and 181 have been dismissed by stipulation, or on complainants' request, making a total of 1,021 disposed of, as compared with 620 during the previous period.

We conducted 1,616 hearings and took approximately 185,111 pages of testimony, as compared with 1,303 hearings and 150,986 pages of testimony during the preceding period.

The following statement shows certain facts with respect to the condition of our docket as of October 31 of the years indicated:

	1918	1919	1920	1921
Formal complaints filed.....	456	838	1,040	1,487
Cases at issue but not set for hearing.....	21	54	146	201
Cases set for hearing but not heard.....	142	184	92	205
Cases heard but not fully submitted.....	87	234	505	714
Cases submitted.....	386	274	385	445
Cases disposed of.....	653	598	620	1,021

INVESTIGATIONS.

The following investigations have been concluded:

Senate Resolution No. 362, approved May 14, 1920, directing us to furnish to the Senate information showing the causes for the freight congestion in the principal cities in the United States and what efforts have been taken, or are being taken, or should be taken, to relieve the condition and to promptly move freight. December 9, 1920, report to the Senate.

Investigation pursuant to Senate Resolution No. 412 to ascertain the cost of railroad fuel for the year 1920 over the cost for the year 1919. April 4, 1921, report to the Senate.

Proposed changes in express classifications. 59 I. C. C., 265.

Application of the American Railway Express Co. requesting an order approving and authorizing the consolidation of the express transportation business and property of the Adams Express Co., American Express Co., Wells Fargo & Co., and Southern Express Co., under section 407 of the transportation act, 1920. 59 I. C. C., 459.

Propriety and lawfulness of article 5 of proposed form of contract between rail carriers and the American Railway Express Co. 59 I. C. C., 518.

Practices of telegraph companies subject to the interstate commerce act in adjusting claims for damages arising from errors or delays in the transmission or delivery or from nondelivery of interstate messages and the reasonableness of the limitations of liability. 61 I. C. C., 541.

Propriety and reasonableness of interstate rates on grain, grain products and hay, in carloads, between points in the western group, between points in the mountain-Pacific group, and between points in the western and mountain-Pacific groups. 64 I. C. C., 85.

Rules, regulations, and practices with respect to the issuance, transfer, and surrender of bills of lading. 64 I. C. C., 347.

The following investigations are still open but reports have been made as indicated:

Regulations governing the making and offering of nominations for appointment of members of the Railroad Labor Board and determining what classes of officials of carriers shall be included within the term "subordinate official," under the provisions of sections 300 to 313, both inclusive, of the transportation act, 1920. November 1 and 24, 1920, and April 16, 1921, regulations prescribed.

Rules and regulations for the prompt payment of transportation rates and charges to be prescribed under section 3 of the interstate commerce act, as amended by section 405 of the transportation act, 1920. 59 I. C. C., 456; 63 I. C. C., 375.

Allowances to short lines of railroad serving iron and steel industries. 61 I. C. C., 629, 637, 756; 62 I. C. C., 1, 473, 680, 710; 63 I. C. C., 122, 305, 313, 319.

Consolidation of the railway properties in the United States into a limited number of systems. Tentative Plan, 63 I. C. C., 455.

The following investigations are still open:

Existing rules, regulations, and practices of common carriers by railroad as to the supply, exchange, interchange, and return of open-top equipment.

Alleged discriminations and preferences by carriers and their agents in the distribution of cars for shipments of coal in interstate and foreign commerce.

As to whether the Washington Railway and Electric Co., is a carrier subject to the interstate commerce act over whose depreciation charges we have jurisdiction.

Reasonableness of car distribution rules applicable to privately owned coal cars and cars for railroad fuel coal.

Trackage agreements and arrangements between the Bingham and Garfield Railway Co. and the Utah Copper Co.

History, financial operations, accounts, and practices of the Western Pacific Railway Co., The Denver and Rio Grande Railroad Co., The Western Pacific Railroad Co., and The Denver and Rio Grande Western Railroad Co.

Rules and regulations governing the transportation of inflammable and other dangerous articles.

Propriety of rates, charges, practices, rules, regulations, ratings, classifications, carload minima, differentials for hauls over two or more lines, and bridge tolls or charges applicable on traffic between Memphis and points in Arkansas and contiguous territory in Missouri and Oklahoma.

Carload minima governing the transportation of lumber and lumber products between all points in the United States.

Rates, rules, and practices of carriers engaged in the transportation of salt from Saltair, Utah, and other points on the line of the Inland Railway Co., and as to the relationship between the Inland Crystal Salt Co., Inland Railway Co., and the Salt Lake, Garfield & Western Railway Co.

Practices of common carriers in leasing their facilities and other properties to shippers.

Rates, rules, regulations, and practices of carriers governing transportation of live stock, fresh meats, and packinghouse products.

Reasonableness of rates on bituminous coal from points in Virginia, West Virginia, Kentucky, and Tennessee to points in Virginia, North Carolina, South Carolina, Georgia, and Florida.

Propriety of divisions, rules, regulations, and practices of the Sugar Land Railway Co. and of its connections.

Charges of common carriers subject to the interstate commerce act for wharfage, handling, storage and other accessorial services at south Atlantic and gulf ports.

Construction and repair of railway equipment.

Transportation of strawberries by express, in carloads, in passenger trains from Florida to northern markets.

Reasonableness and propriety of allowances of mileage for Mississippi River crossings at Vicksburg and Natchez, Miss., Angola, Baton Rouge, Avondale and New Orleans, La.

Reasonableness of divisions received by the Brimstone Railroad and Canal Co.

Intrastate Rate Cases

Proceedings instituted by us on petitions of carriers, under section 13 of the act, and reports made as indicated:

In the matter of:

Intrastate rates and fares of the New York Central Railroad Co., and other carriers in the state of New York. 59 I. C. C., 290; 61 I. C. C., 55.

Intrastate rates within the state of Illinois. 59 I. C. C., 350; 60 I. C. C., 92.

Intrastate passenger fares of the Chicago & North Western Railway Co. and other carriers between points in the state of Wisconsin. 59 I. C. C., 391.

Intrastate rates, fares, and charges of the Missouri Pacific Railway Co. and other carriers in the state of Arkansas. 59 I. C. C., 471.

Intrastate fares and charges of the Chicago, Burlington & Quincy Railroad Co. and other carriers between points in the state of Minnesota. 59 I. C. C., 502; 62 I. C. C., 198.

Intrastate fares and charges of the Chicago & North Western Railway Co. and other carriers in the state of Iowa. 60 I. C. C., 55.

Intrastate rates and fares of the Chicago, Burlington & Quincy Railroad Co. and other carriers in the state of Montana. 60 I. C. C., 61; 61 I. C. C., 500.

Passenger and Pullman fares, charges for excess baggage, and rates on milk and cream applicable between points in the state of Ohio. 60 I. C. C., 78.

Intrastate fares of the Michigan Central Railroad Co. and other carriers in the state of Michigan. 60 I. C. C., 245.

Intrastate rates, fares, and charges in the state of South Carolina. 60 I. C. C., 290.

Intrastate rates, fares, and charges of the Union Pacific Railroad Co. and other carriers in the state of Nebraska. 60 I. C. C., 305.

Rates, fares, and charges applicable between points in the state of Indiana. 60 I. C. C., 337; 62 I. C. C., 648.

Intrastate fares and charges of the Atlantic Coast Line Railroad Co. and other carriers in the state of North Carolina. 60 I. C. C., 362.

Intrastate passenger fares of the Denver & Rio Grande Railroad Co. and other carriers between points in the state of Utah. 60 I. C. C., 388.

Intrastate rates and fares of the Gulf, Colorado & Santa Fe Railway Co. and other carriers in the state of Texas. 60 I. C. C., 421; 62 I. C. C., 591.

Intrastate rates, fares, and charges of the Morgan's Louisiana & Texas Railroad & Steamship Co. and other carriers in the state of Louisiana. 60 I. C. C., 467.

Intrastate rates, fares, and charges of the Atlanta and West Point Railroad Co. and other carriers in the state of Georgia. 60 I. C. C., 527.

Intrastate rates, fares, and charges of the Atlantic Coast Line Railroad Co. and other carriers in the state of Florida. 60 I. C. C., 551.

Intrastate rates, fares and charges of the Southern Pacific Co. and other carriers in the state of Nevada. 60 I. C. C., 623.

Intrastate rates, fares and charges of the Chicago, Milwaukee and St. Paul Railway Co., and other carriers in the state of North Dakota. 61 I. C. C., 504.

Rates, fares and charges applicable between points in the state of Arizona. 61 I. C. C., 572.

Intrastate charges for the transportation of passengers in sleeping and parlor cars between points in the state of Alabama. 62 I. C. C., 153.

Intrastate fares of the Chicago, North Shore and Milwaukee Railroad within the state of Illinois. 62 I. C. C., 188.

Intrastate rates, fares, and charges in the state of Kansas. 62 I. C. C., 440.

Intrastate rates and charges in the state of Tennessee. 63 I. C. C., 160.

Intrastate rates and charges in the state of Missouri. 64 I. C. C., 233.

No reports have been made in the following investigations:
In the matter of:

Rates for berths, drawing-rooms, compartments, and seats in sleeping and parlor cars of the Pullman Co., in the state of Louisiana.

Regulations prescribed by the Railroad Commission of Texas requiring carriers to slat stock cars for transportation of watermelons in Texas.

Intrastate rates and charges in the state of Oklahoma.

Intrastate rates on railroad cross ties within the state of Illinois.

Rates, fares, and charges of the Steubenville, East Liverpool and Beaver Valley Traction Co., within the states of Ohio and Pennsylvania.

Intrastate rates of the Terminal Railroad Association of St. Louis and other carriers within the state of Illinois.

Intrastate cement rates of the Atchison, Topeka and Santa Fe Railway Co., from Sugar Creek, Mo., to Kansas City, Mo.

Intrastate passenger fares of the Chicago, Lake Shore and South Bend Railway Co., between points in the state of Indiana.

Intrastate rates on bituminous coal within the state of Ohio.

Rates, fares, and charges of the Pennsylvania-Ohio Power and Light Co. within the states of Ohio and Pennsylvania.

Intrastate rates of the American Railway Express Co. between points in the states of

Texas,	Arizona,
Georgia,	South Dakota,
Illinois,	Arkansas,
Montana,	Oklahoma,
Utah,	North Dakota,
Idaho,	California.
Nevada,	

Minimum carload weight on shipments of hogs within the state of Iowa.

BUREAU OF INFORMAL CASES.

The number of informal complaints received was 7,811, an increase of 3,603. The Director General of Railroads and carriers filed 2,350 special docket applications for authority to refund amounts collected under the published rates, admitted by them to have been unreasonable, an increase of 552. Orders authorizing refund were entered in 1,289 cases, a decrease of 564, and reparation thereon was awarded in amounts aggregating \$798,278.23. In addition, 211 cases were dismissed or otherwise disposed of without orders. The bureau also handled approximately 91,500 letters, an increase of 52,500. Many of these had the characteristics of complaints, although not so classified. Others sought general information and informal rulings upon the respective rights and obligations of the public and common carriers under existing statutes.

The provisions of section 206 (c) of the transportation act, 1920, and the ruling of the Director General of Railroads that so-called straight overcharge claims were included therein, largely accounts for the increase in the number of informal complaints filed and letters received.

BUREAU OF TRAFFIC.

This bureau has jurisdiction over all matters dealing directly with the charges for transportation and transmission, by freight, passenger, express, pipe line, and telegraph service, other than proceedings on the formal docket and complaints handled by the bureau of informal cases.

In addition to the special work of the various units of the bureau outlined below, its activities are directed toward the adjustment of controversies with respect to the legal charges under the tariffs on file with us, and of disputed rate situations involving readjustments of rates, fares, classifications, and charges of all kinds. These adjustments are accomplished by correspondence and by informal conferences with shippers and carriers.

The work of the bureau has been especially heavy and important during the past year. The increases authorized in *Increased Rates, 1920, supra*, were allowed to become effective by the publication of supplements to all existing tariffs, the supplements containing percentage tables under which the increased rates are computed.

As anticipated, these general increases not only have called for many important readjustments of the rates themselves, a phase of the situation discussed elsewhere, but, because of the impossibility of publishing the increased rates specifically and the necessity of using percentage tables, have added greatly to the difficulty of ascertaining the legal rates and charges, thereby materially increasing the number of controversies between shippers and carriers. In the endeavor to settle as many of these controversies as possible without the delay and expense incident to formal proceedings, numerous conferences have been held, both in Washington and at other points accessible to the interested parties. These conferences have considerably lessened the number of cases which otherwise would have been instituted upon our formal docket and have made for harmony between shippers and carriers and between competing carriers.

To remove the difficulties caused by use of percentage tables in increasing the rates we have required carriers to reissue their tariffs as promptly as possible and therein to state the rates specifically. Tariffs containing 432,429 pages of rates, rules, and regulations were so supplemented following *Increased Rates, 1920, supra*, and of these tariffs 300,220 pages have been reissued to bring them into conformity with our tariff rules up to and including September 1, 1921, the latest period available, leaving 132,209 pages yet to be reissued. This work under our instructions should be completed by March 1, 1922.

It has been our policy, in dealing with rate readjustments, to encourage such changes as would tend promptly to relieve the existing depression of business in so far as changes in transportation charges may effect this result.

Pursuant to this policy we have allowed changes in rates to be published upon less than the statutory 30 days' notice in a greater number of cases and under more liberal rules than heretofore. The requests therefor received from carriers numbered 4,609 as compared with 2,524 in the preceding year, and approximately 95 per cent were granted. In addition, 2,165 schedules tendered for filing were rejected as compared with 3,306 in the preceding period.

TARIFFS.

There were filed 103,748 tariff publications containing changes in freight, express, and pipe-line rates, passenger fares, and classification ratings; and 201,656 certificates of concurrence and powers of attorney. A large majority of these changes have resulted in reductions of charges, many of the charges being due to readjustment of

rate inequalities and relationships which had been disturbed by the percentage increases under *Increased Rates, 1920, supra*.

Rate memoranda have been supplied in 6,574 cases for our use and for shippers, carriers, and other branches of the Government. In addition to these memoranda many informal rate quotations and verifications are made daily. Shippers, carriers, and branches of the Government continue in increasing number to make use of the tariff files maintained for the use of the public.

CLASSIFICATION OF FREIGHT.

In our last annual report we described the consolidation of official, southern, and western classifications, effective December 30, 1919. Many of the ratings were thereby made uniform. Another issue of the consolidated classification was filed with us during the year. The following analysis thereof indicates the degree of uniformity reached:

Less-than-carload ratings	10,790
Carload ratings	4,940
Total number of ratings.....	15,730

	Less than carload.	Per cent.	Carload.	Per cent.
RATINGS NOT UNIFORM.				
Alike in official and southern.....	1,369	12.69	671	13.58
Alike in official and western.....	2,012	18.65	1,435	29.05
Alike in southern and western.....	1,906	17.66	349	7.07
All different.....	1,303	12.08	1,531	30.99
Total.....	6,590	61.08	3,936	80.69
UNIFORM.				
Total.....	4,200	38.92	954	19.31
Total ratings.....	10,790	100.00	4,940	100.00

Representatives of the shipping public appearing at public hearings conducted by the classification committees during the period covered by this report generally have protested against any changes in classification resulting in increases, whether made to cure some patent inconsistency in the classification or for the sake of uniformity. They have particularly opposed the latter. Owing to the general increases in rates resulting from our report in *Increased Rates, 1920, supra*, the carriers concluded to defer special efforts towards uniformity along lines suggested in *Consolidated Classification Case*, 54 I. C. C., 1. The following table reveals the changes made in ratings in the three territories since the effective date of Consolidated Classification No. 1.

	Official.	Southern.	Western.
Ratings:			
Increases.....	153	356	171
Reductions.....	400	491	1,157

There has been no material change in the situation relative to state classifications. Negotiations are in progress looking to the adoption of the consolidated classification rules and items with western classification ratings and southern classification ratings for application within the states of Iowa and Georgia, respectively. The Illinois classification has been revised along the lines of the consolidated classification as to rules and items. Generally the same ratings as in official or western classification have been established therein, depending upon competition which Illinois shippers have to meet. Some delay has been, and is being, experienced in unifying the ratings between the official and western classifications. Consequently some delay has resulted in adjusting ratings in Illinois on certain commodities, notably food products and paints. Until these discrepancies are removed the same ratings as those in western classification territory will be continued in Illinois; and they have been extended to parts of Indiana. This results in a demand on the part of shippers in Indiana and in Ohio for the same ratings in official classification territory as govern in western classification territory.

Likewise, there has been no material change in the situation respecting exceptions to the consolidated classification. There are a great many exceptions applicable locally in southern classification territory. The question of revising these exceptions with a view to eliminating conflict with the southern classification applicable to interstate shipments is now actively before the southeastern lines.

The southern classification committee has reestablished the method of submitting its recommendations to individual member lines for approval or disapproval. The carriers in the southeast say that this plan is for the benefit of the public as well as of the carriers.

EXPRESS.

In our last annual report, we stated that there was pending before us an application under section 5 of the act requesting authorization for a continuance of the consolidation of the express companies of the country into the American Railway Express Company. The conclusion was reached in that case that the public interest would be promoted by the continuance of the consolidation and an order was entered approving and authorizing such consolidation. *Consolidation of Express Cos.*, 59 I. C. C., 459.

Regulations also have been made covering the form of contract between the consolidated company and the railway companies over whose lines it operates. *Express Contracts*, 1920, 59 I. C. C., 518.

Disagreements having arisen between the Southern Railway System, including the Mobile & Ohio Railroad, and the American Rail-

way Express Company, with respect to the division of earnings and other joint arrangements, an independent company, the Southeastern Express Company, was organized on May 1, 1921, which took over the express business on these railroads. The American Railway Express Company declined to join the new company in the general establishment of joint rates and routes, reserving for itself traffic between points reached by it, and also retaining the long haul on traffic destined to points not reached by it. The failure of the two express companies to agree upon routings and joint rates has resulted in many informal complaints alleging the assessment of unreasonable charges and unreasonable delay in the transportation of property.

Efforts to bring the two express companies into agreement to correct the difficulties existing have been only partially successful. Some through routes and joint rates have been agreed upon which have satisfied certain of the complaints but others still exist.

The Southeastern Express Company has filed a formal complaint with us praying for an order requiring the establishment of joint rates and routes between all points over the principal lines of travel. This complaint is pending.

In order to bring about as satisfactory a condition as possible pending the disposition of the formal proceeding, we have urged upon the two companies agreement with respect to as many situations as possible and have called to their attention our report in *In re Express Rates, Practices, Accounts, and Revenues*, 24 I. C. C., 380, establishing the existing block system of express rates, in which the principle was affirmed that the traffic should flow with the greatest possible celerity between all portions of the country, that artificial barriers raised by the existence of separate express companies should be disregarded, and that the rates made and practices followed should not rest upon the foundation of a railroad's preference or of an express company's opportunity and interest.

SUSPENSIONS.

Upon the investigation and suspension docket, 207 proceedings were instituted, an increase of 141 as compared with the preceding year. Of these, 157 proceedings were disposed of, an increase of 124. Rate readjustments were protested and suspension asked in 444 instances, an increase of 304 over the previous year. These protested adjustments often represent not only a number of rate schedules but many rates and many points of origin and destination. One of them involved more than 1,000 tariffs and more than 100,000 rates covering traffic between a considerable portion of southeastern and Mississippi Valley territory, on the one hand, and a large part of the United

States, on the other. Of these protested rate adjustments 43 represented reductions and 401 increases.

In 168 cases we refused to suspend, in 27 the protests were received too late for action, in 14 the protests were withdrawn by the protestants, and in 28 carriers withdrew the protested schedules prior to their effective dates. Of the rate adjustments representing reductions which were protested, 11 were suspended, 31 not suspended, and 1 is still pending.

THE FOURTH SECTION.

In our last annual report we stated that since the return on March 1, 1920, of the transportation systems to corporate control and the renewal of more active competition between individual carriers there had been a growing increase in the number of applications for relief from the provisions of the fourth section. That this condition still continues is evidenced by the fact that more than twice as many applications have been filed than during the preceding year.

The number of applications for relief received was 409, an increase of 208 over the preceding year. The number of orders entered was 426, of which 218 were for permanent and 208 for temporary relief. Of the orders entered, 46 were in response to applications included among the original 5,030 applications for authority to continue fourth section departures existing at the time of the passage of the amendment of June 18, 1910, and 380 were in response to applications filed subsequently. Applications withdrawn after correspondence with carriers numbered 62. Orders granting relief in whole or in part totaled 278. Orders denying relief in whole or in part numbered 148. In 9 instances applications were assigned in whole or in part for hearing in connection with other proceedings.

Many of the applications received during the past year, in response to which permissive orders have been entered, were filed to cover situations where fourth section departures were created during the period of Federal control. Others covered departures resulting from *Increased Rates, 1920, supra*. In both classes of cases temporary relief was granted to continue such departures only during such time as was reasonably necessary for their correction.

Pursuant to *Memphis-Southwestern Investigation*, 55 I. C. C., 515, referred to in our last annual report, the class rates between the Ohio and Mississippi river crossings and the Gulf ports generally have been revised in accordance with the provisions of the fourth section. On commodities between the same points rates have been filed which would correct the fourth section departures existing in these rates. The commodity rates proposed for this purpose are not yet effective, pending determination of the proceeding instituted by us

to determine their reasonableness. Whatever the decision may be, it will result in the establishment of rates between all of Ohio River and Mississippi River crossings and Gulf ports, by the principal direct lines between these points, which will conform to the provisions of the fourth section.

There is also in progress as a result of our decision in the *Memphis-Southwestern Investigation*, *supra*, and in other cases involving the rates in southwestern territory, a revision of the commodity rates, to, from, and between points in southeastern Missouri and Arkansas and Louisiana, the effect of which will be to remove entirely fourth section departures on the direct routes to and from points in this section. The rates which have been proposed by the carriers for this purpose are now under consideration.

As a result of *Murfreesboro Board of Trade v. L. & N. R. R. Co.*, 55 I. C. C., 648, in which the applicant carriers were denied authority to continue rates to Nashville, Tenn., lower than to intermediate points, which lower rates had been maintained on the ground of alleged water competition, the class rates between the principal points in southern territory have been revised so that they conform to the provisions of the fourth section over direct lines. All other class rates from, to, and between points in this general territory are also in the course of a revision which it is expected will be completed within the near future, and will remove practically all fourth section departures existing in the class-rates over the direct lines in this section.

This revision of class rates will afford a basis for the revision of commodity rates along the same lines which, when completed, will eliminate a great part of the fourth section departures on the direct lines of the principal carriers in southern territory.

By far the larger part of the fourth section departures which have not been corrected, or approved by us after investigation in accordance with the provisions of the amended act, occur in southern and southwestern territories and, when these are disposed of, substantial progress will have been made toward general compliance with the provisions of the fourth section or with such orders as we have issued granting permanent relief therefrom, in accordance with the terms of that section.

The transcontinental carriers have brought to our attention great increases since the close of the war in the movement of traffic by water between the Atlantic and Pacific seaboard via the Panama Canal. A considerable portion of this traffic, it is claimed, is being diverted from the rail lines because of the lower rates accorded by the water carriers. The rail lines are expressing concern over the situation and, for the purpose of meeting water competition, have

filed applications for fourth section relief to establish rates from the Atlantic seaboard and Gulf ports to Pacific coast terminals, also from Pacific coast terminals to certain Atlantic ports, which shall be lower than rates from and to intermediate points.

Included among these were applications filed by the transcontinental carriers for authority to reduce the rates on wool from Pacific coast terminals to the east, without making corresponding reductions in the rates from the great intermediate producing territory extending from the Canadian border to Mexico, and including points generally west of the Rocky Mountains. Hearings have been had upon the applications covering rates on wool, and the question of granting relief is in abeyance pending oral argument. Hearings on the applications involving other commodities than wool are scheduled to begin at Chicago, Ill., on November 17, and will be conducted at a number of the principal points in intermountain territory and on the Pacific coast.

Our last report referred to orders entered authorizing the continuance of increased discriminations or new discriminations in rates, fares, and charges established under authority of the Director General. Our orders required correction by March 1, 1921, of the departures as to rates and charges for the transportation of property, and by March 1, June 1, and December 1, 1921, respectively, as to certain classes of passenger fares and charges. Except in a few instances of physical inability to comply with our orders within the time designated, carriers generally have removed departures which were brought about by the increases in rates instituted during the period of Federal control.

RELEASED RATES.

Applications for authority to maintain rates on various commodities, principally ores and smelter products, dependent upon declared or agreed values, in accordance with section 20 of the interstate commerce act, were received to the number of 210. Orders granting such authority numbered 178. Probably more applications would have been made but for the promulgation of a general order, Released Rates Order No. 331, which provided that where authority has been granted under section 20 of the act to establish and maintain rules, regulations, rates or ratings dependent upon the value declared in writing by the shipper or agreed upon in writing as the released value of the property, changes in rates, ratings, or carload minimum weights may be established thereafter and filed under authority of the original order without securing new released rates orders, providing that rules, regulations, or descriptions of the commodity or commodities to be affected or the declared or agreed

value or values on which the same are dependent are not changed, and, provided further, that other routes or points of origin or destination are not added.

DIVISIONS OF JOINT RATES.

Paragraph (4) of section 1 of the interstate commerce act makes it the duty of carriers "in the case of joint rates, fares, or charges, to establish just, reasonable, and equitable divisions thereof as between the carriers subject to this act participating therein which shall not unduly prefer or prejudice any of such participating carriers." For the enforcement of this duty paragraph (6) of section 15 confers upon us the following powers:

Whenever, after full hearing upon complaint or upon its own initiative, the Commission is of opinion that the divisions of joint rates, fares, or charges, applicable to the transportation of passengers or property, are or will be unjust, unreasonable, inequitable, or unduly preferential or prejudicial as between the carriers parties thereto (whether agreed upon by such carriers, or any of them, or otherwise established), the Commission shall by order prescribe the just, reasonable, and equitable divisions thereof to be received by the several carriers, and in cases where the joint rate, fare, or charge was established pursuant to a finding or order of the Commission and the divisions thereof are found by it to have been unjust, unreasonable, or inequitable, or unduly preferential or prejudicial, the Commission may also by order determine what (for the period subsequent to the filing of the complaint or petition or the making of the order of investigation) would have been the just, reasonable, and equitable divisions thereof to be received by the several carriers, and require adjustment to be made in accordance therewith. In so prescribing and determining the divisions of joint rates, fares, and charges, the Commission shall give due consideration, among other things, to the efficiency with which the carriers concerned are operated, the amount of revenue required to pay their respective operating expenses, taxes, and a fair return on their railway property held for and used in the service of transportation, and the importance to the public of the transportation services of such carriers and also whether any particular participating carrier is an originating, intermediate, or delivering line, and any other fact or circumstance which would ordinarily, without regard to the mileage haul, entitle one carrier to a greater or less proportion than another carrier of the joint rate, fare or charge.

In *New England Divisions*, 62 I. C. C., 513, the carriers operating most of the mileage in New England sought blanket increases in their divisions of the joint rates with connecting lines. That is to say, they urged that the divisions be treated "as a whole," without regard to the specific divisions of individual joint rates, contending that under the above-quoted provision of law "mileage is no longer the yard-stick by which divisions are to be measured," and that the disproportionate increases in the expenses of the New England roads and their financial condition, with other circumstances, justified the relief sought. We declined to grant blanket increases and found

that the record afforded no basis upon which might rest a valid prescription of specific divisions. The existing divisional arrangements, however, were found to be incongruous and chaotic, and the parties to the case were advised to designate appropriate committees, so that they might "promptly submit to us proposed readjustments that will remove the inconsistencies portrayed of record and bring into conformity with the provisions of law and equity expressed in the act the divisional arrangements, individually and as a whole." A petition for reargument is pending.

It now seems probable that we shall in many cases be called upon to exercise our powers with respect to the determination of divisions and the provisions of the statute afford scope for much difference of opinion as to the intent of the Congress regarding the extent of these powers and the manner in which they should be used in the public interest. The issue promises to be of particular importance in the case of the so-called short-line railroads.

BUREAU OF LAW.

On October 31, 1920, there were 14 cases involving our orders or requirements pending in the courts. During the year 24 cases have been instituted, and 4 have been concluded, so that there are now pending in the different courts 34 cases. Of these, 10 are in the Supreme Court of the United States, 18 are in the district courts, 4 are in the Court of Appeals, and 2 in the Supreme Court of the District of Columbia.

Of the 4 cases finally disposed of during the year, 2 were dismissed on motion of the parties, 1 was dropped from the docket because complainant did not take an appeal from the final decree of the district court within the time allowed by law, and 1 was decided by the Supreme Court. Summaries of all the foregoing cases are shown in Appendix B.

The case decided by the Supreme Court was:

Seaboard Air Line Railway Company et al. v. United States and Interstate Commerce Commission, 254 U. S., 57. In this case the Supreme Court had before it the question of the validity of our order in *Richmond Chamber of Commerce v. S. A. L. Ry.*, 44 I. C. C., 455. The complaint of the Richmond Chamber of Commerce had assailed as unjustly discriminatory, in violation of section 2 of the commerce act, the practice of certain carriers concerning the absorption of switching charges within the established switching limits at Richmond, Va. It appeared that freight was brought from the south to Richmond, where it was delivered to industries within the switching limits. If the freight was transported from a point served by any two or more of the carriers, the switching charge was absorbed

in case the shipment was delivered on the line of either; but if the delivery was to an industry on the line of a noncompetitive carrier, the switching charge was not absorbed. We said:

Oxford, N. C., is a point reached both by the Southern and the Seaboard, but not by the Chesapeake & Ohio. Norlina, N. C., is a local point on the Seaboard. Assume that industries A, B, and C on the Seaboard, the Southern, and the Chesapeake & Ohio, respectively, are similarly located with regard to the interchange tracks of the three carriers at Richmond. On traffic from Oxford to industry B on the Southern, the Seaboard will absorb the Southern's switching charges. But on traffic from Oxford to industry C, on the Chesapeake & Ohio, the Seaboard refuses to absorb the Chesapeake & Ohio's switching charges. On traffic from and to Norlina, a local point, however, the Seaboard refuses to absorb all switching charges whatsoever to any off-line industry.

* * * * *

The movement from the interchange tracks of the Seaboard at Richmond to industry B or to industry C is simply a delivery service. We are of the opinion that for the Seaboard to collect the switching charges of the Chesapeake & Ohio to industry C, while absorbing the switching charges of the Southern to industry B, in effect is granting a rebate to the latter shipper and is unlawful within section 2—unlawful because the location of industry B on the Southern does not justify the Seaboard's difference in practice any more than the location of Bruening's brewery on the Pan Handle justified the Baltimore & Ohio's difference in practice. Just as in the *Wight Case, supra*, the Baltimore & Ohio was hauling traffic from Cincinnati to Pittsburgh for Bruening at a lower charge than it hauled the same traffic in the same direction over the same rails for the complainant, so here on traffic from Oxford over the Seaboard, industry C is paying more for the same service over the same rails in the same direction than is industry B.

Our order required the Atlantic Coast Line, Seaboard Air Line, and Southern railway companies to cease and desist from absorbing switching charges on certain interstate carload traffic at Richmond, while refusing to absorb such charges on like carload shipments for a like and contemporaneous service under substantially similar circumstances and conditions; and

to establish, on or before August 1, 1917, * * * and thereafter to maintain and apply uniform regulations and practices for the absorption of charges for the switching of interstate carload freight at Richmond, Va., and to collect no higher rates or charges from shippers and receivers of such carload freight at Richmond, Va., than they contemporaneously collect from any other shipper or receiver of such carload freight at Richmond, Va., for a like and contemporaneous service under substantially similar circumstances and conditions.

The Supreme Court said:

We are of opinion that the Commission was correct in regarding the service in question as a like and contemporary service rendered under substantially similar circumstances and conditions, and amply sustained as matter of law in *Wight v. United States*, 167 U. S., 512, and *Interstate Commerce Commission v. Alabama Midland Ry. Co.*, 168 U. S., 144. The principle established in these cases is that the statute aims to establish equality of rights among shippers for carriage under substantially similar circumstances and conditions, and

that the exigencies of competition do not justify discrimination against shippers for substantially like services.

* * * * *

The practice condemned by the Commission, as its report and order show, was that of absorbing switching charges only when the line-haul carrier competes with the switching line; and refusing to absorb such charges when the switching line does not compete with the line-haul carrier; this the Commission held was discrimination within the meaning of section 2 of the Act to Regulate Commerce. We find no occasion to disturb this ruling as arbitrary in character or beyond the authority of the Commission.

In the course of its opinion the court also reaffirmed what it has heretofore stated regarding our findings of fact, saying:

Moreover the determination of questions of fact is by law imposed upon the Commission, a body created by statute for the consideration of this and like matters. The findings of fact by the Commission upon such questions can be disturbed by judicial decree only in cases where their action is arbitrary or transcends the legitimate bounds of their authority.

BUREAU OF INQUIRY.

For violations of the interstate commerce act and related acts, 39 indictments were returned, and 41 cases were concluded. Prosecutions instituted and concluded were distributed over the following States: California, Connecticut, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Minnesota, Montana, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Texas, Utah, West Virginia, and Wisconsin.

The indictments returned charged unlawful discriminations, falsifying records of common carriers, unlawful use of passes, false billing of interstate shipments, filing false claims, frauds in connection with the issuance and use of bills of lading, and the procurement of transportation of explosives and other dangerous articles under unlawful circumstances. Summaries of the indictments returned and cases concluded during the period November 1, 1920, to October 31, 1921, will be found in Appendix A.

BUREAU OF SERVICE.

In our last annual report we referred to our enlarged powers with respect to car service, and to the steps taken by us under the emergency powers conferred by the transportation act, 1920.

The service orders there shown as effective or suspended have been canceled as the emergency conditions which prompted their entry passed. Service Order No. 18, the last in effect, was vacated effective at midnight March 24, 1921. This order authorized the railroads to restore the assigned-car rules which had been approved by us in

R. R. Co. of Ohio et al. v. H. V. Ry. Co., 12 I. C. C., 451, and by the Supreme Court in *Interstate Comm. Com. v. Ill. Cent. R. R.*, 215 U. S., 452, with the added proviso that common carriers by railroad might not assign cars for their own fuel coal and fail to count such cars against the distributive share of the mine loading the same unless the entire output of such mine were taken by such carrier for a period of not less than six consecutive months. Contemporaneously with the vacation of this order we entered upon a general investigation under Docket No. 12530, concerning the reasonableness and propriety of the present car distribution rules, in so far as they apply to privately owned coal cars and cars furnished for railroad fuel coal, with a view to prescribing such just and reasonable rule of regulation as may appear to be necessary.

The car shortage and emergency conditions set forth in our last annual report were largely overcome by December 1, 1920. Increased efficiency and the heavier loading by shippers resulted in the handling of considerably more tonnage during the period of heavy demand than otherwise would have been possible.

The advent of the year 1921 found the country suffering from a serious business depression with idle power, equipment, and other transportation instrumentalities and facilities. The amount of traffic offered has not been a severe tax on the facilities for transportation. No difficulty has been experienced in moving coal as offered. From the early-producing districts the movement of perishable products requiring protective equipment has been heavier than in previous years. During October the northern, Pacific coast, and Rocky Mountain districts harvested heavy crops of fruits and vegetables, taxing the ability of the carriers to provide suitable equipment. We have urged the carriers to make the best possible distribution and use of available refrigerator equipment in order that damage and loss might be minimized should an early winter occur.

There has been an unprecedented movement of grain during the current year. The total number of cars of grain and grain products loaded, January 1 to October 1, was 1,735,189 as against 1,378,975 and 1,518,882 cars for the corresponding periods in 1920 and 1919, respectively. Due to the large number of unserviceable box cars, the carriers were threatened with an acute shortage for the movement of grain. Conferences were held with the carriers and various interested organizations. Detailed plans were worked out for the best utilization of equipment and for meeting in the most practical manner the needs of the shippers. Several of our representatives were located in the larger grain-producing sections and at the terminals, keeping in close touch with the situation from day to day and assisting in various ways to improve conditions. This great movement of grain has been accomplished with less difficulties and congestion than usual.

The conditions which existed during the greater portion of the period covered by our last annual report very largely required the use of cars without reference to ownership. With the decrease in demand for equipment the carriers have steadily pursued a policy of moving cars homeward. This resulted in 74 per cent of home cars being located on home roads, as of July 15, 1921, compared with 31.3 per cent on November 1, 1920, and made possible necessary rehabilitation and betterments.

With home cars in the possession of their owners and foreign cars coming on line under load, there is a great temptation to effect a reduction in car hire debits by returning foreign cars empty, while increasing car hire credits by loading home cars off line. With this in mind we have endeavored to impress upon the carriers the necessity for a strict observance of their own car service rules, to avoid transportation waste through unnecessary empty mileage.

A slight increase in traffic during the year has been reflected in a corresponding decrease in the number of idle or surplus freight cars. The number of serviceable idle freight cars reached the peak in the week ended April 8, 1921, when the average was 507,274 cars. By October 1, 1921, the serviceable idle cars had been reduced to 169,099, as against a net shortage of 78,225 one year before.

The total revenue freight loaded January 1 to October 1, 1921, was 29,136,482 carloads, compared with 33,793,994, 30,976,351, and 34,193,049 carloads for corresponding periods in 1920, 1919, and 1918, respectively.

We have taken up with the carriers, through the car service division of the American Railway Association, the development of more uniform plans for equitable distribution of cars among stations and between shippers, and a common basis for reporting the proportion of car orders filled.

In our last annual report we referred to the establishment of a register of eligibles from which we expected to appoint competent service agents through whom we could keep in close contact with transportation problems. Because of the general business depression we have not deemed it necessary to carry those plans into execution. A chief inspector and four service agents have been in the field, of whom one is located at Chicago and one at Pittsburgh. All these agents are available to conduct necessary investigations.

TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES.

In our last annual report we recommended legislation definitely directed to the safe transportation of dangerous articles and amplifying in certain essential particulars the so-called transportation of explosives act of March 4, 1909.

The recommendation then made has been carried into effect by the act of March 4, 1921, 41 Stat., 1444, which substantially modifies and enlarges the provisions theretofore in effect. Recognizing the importance of giving wide publicity to regulations for safe transportation promulgated under the new act, we have announced to the carriers the necessity of publication in appropriate tariff form. Arrangements have been perfected for such publication of rail regulations in an agency issue compiled by the chief inspector of the bureau for the safe transportation of explosives and other dangerous articles, organized by the railways under the auspices of the American Railway Association. This course will insure expeditious and economical issuance by a recognized expert, and will enable employees of carriers and shippers to gain familiarity with the essential requirements.

Regulations for the transportation of explosives and other dangerous articles by water pursuant to the act of March 4, 1921, are now in course of preparation. The broad scope of the requirements and the large amount of necessary investigation and experimental study have precluded prompt formulation and publication of regulations concerning water carriers. The work is well in hand, however, and publication in the not-distant future is expected. These regulations will also be covered by an appropriate tariff issue.

BUREAU OF SAFETY.

A more detailed report of the work of the Bureau of Safety is published as a separate document. Except as otherwise specified the report here made is for the calendar year 1920.

The casualties on steam railroads in connection with the operation of trains are summarized as follows:

Class of persons.	Number of persons.	
	Killed.	Injured.
Trespassers.....	2, 166	2, 368
Employees.....	2, 198	47, 234
Passengers.....	229	7, 591
Persons carried under contract, such as mail clerks, Pullman conductors, etc.....	35	865
Other nontrespassers.....	1, 867	5, 728
Total.....	6, 495	63, 786

In addition there were 463 persons killed and 104,522 injured in nontrain accidents, in comparison with 483 killed and 96,452 injured during the previous year.

There were 151 employees killed and 2,450 injured in coupling or uncoupling locomotives or cars, as compared with 108 killed and 1,975 injured during 1919. Casualties to employees due to coming in contact with fixed structures resulted in 84 deaths and 1,301

injuries, the corresponding figures for 1919 being 56 and 1,009. There were 105 employees killed and 8,865 injured in getting on or off cars or locomotives.

During the year ended June 30, 1921, 345 cases of violation of safety appliance laws, involving 1,092 counts, were transmitted to United States attorneys for prosecution; cases involving 284 counts were confessed and 80 counts were dismissed; 49 counts were tried, resulting in judgment for the Government as to 44 counts, and adversely to the Government as to 3 counts. Two counts await decision. One case of 2 counts, involving transfer movements without the required minimum percentage of power brakes in operative condition, was decided by the Supreme Court of the United States in favor of the Government. On July 1, 1921, there were pending in the various district courts 337 cases, involving 1029 counts.

The practice of controlling the speed of trains while on descending grades by the use of hand brakes still exists on many railroads and in several instances suits are pending to enforce compliance with the law.

There is a general disregard of the associated-car air-brake provision of the law on the railroads throughout the country, and suits have been filed in several jurisdictions with a view to having a judicial interpretation placed upon that provision of the act by the court of last resort.

The Supreme Court of the United States, in *United States, Petitioner, v. Northern Pacific Railway Company*, 254 U. S., 251, on December 6, 1920, reversed the judgment of the Circuit Court of Appeals for the Eighth Circuit, 255 Fed., 655, and held that the air-brake provision of the safety appliance acts relates not only to trains moving along the main-line tracks but extends also to those moving over transfer tracks connecting designated divisions of a railroad terminal such as that of the defendant at Duluth, Minn.

The District Court for the Western District of Michigan, in *United States v. Duluth, South Shore & Atlantic Railway Company*, on April 18, 1921, held that our order of March 13, 1911, requiring ladders on all cars with sides higher than 36 inches, is final and not subject to review or change by the courts; and that special construction of a car which makes it impossible to place the ladder as required by the order will not relieve the carrier from liability for failure to comply therewith.

In *United States v. Carolina, Clinchfield & Ohio Railway Company*, it appearing that several power-braked cars, the brakes of which were not used and operated by the engineer on the locomotive, were scattered at intervals in a train between power-braked cars connected with the locomotive, the District Court for the Eastern Dis-

trict of Tennessee on April 22, 1921, held that the former cars must be deemed to have been "associated together with" the required per centum of power-braked cars, in violation of the act.

During the fiscal year 67 cases of violation of the hours of service act, involving 739 counts, were transmitted to the United States attorneys for prosecution; cases involving 72 counts were confessed and 11 counts dismissed; 43 counts were tried; judgment was had in 19 counts in favor of the Government and in 24 counts against the Government; 5 of these counts were appealed by the Government and 15 by the defendants.

Of the 11 counts pending decision on July 1, 1920, 6 were decided in favor of the Government and 5 in favor of the defendants. Of the 68 counts pending on appeal July 1, 1920, 48 were decided in favor of the Government and 20 adversely. At the close of the fiscal year there were 20 counts pending on appeal. On July 1, 1921, there were pending in the various district courts 84 cases, involving 926 counts.

The District Court for the Western District of Pennsylvania, in *United States v. Geer et al.*, 268 Fed., 385, being a case against certain officials of a carrier for violations of the hours of service law during the period of Federal control, on October 14, 1920, held that during such period of control the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co., retained its status as a corporate entity, operating its line as a common carrier subject to the law, and that the defendants were officers of such carrier and therefore within the provisions of the act, which forbids officers of any carrier subject to the act to require or permit any employee subject to the act "to be or remain on duty for a longer period than sixteen consecutive hours." The case was taken to the Circuit Court of Appeals, and on April 29, 1921, was certified to the Supreme Court of the United States, presenting the following question: Can the defendants, while operating the said railroad under Federal control, be held liable as "officers and agents of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company" to penalties prescribed by the hours of service act? Decision by the latter court has not yet been rendered.

The District Court for the Southern District of California, in *United States v. Atchison, Topeka & Santa Fe Railway Company*, on November 4, 1920, held that the carrier had violated the statute in requiring an employee, after having worked as a switchman 13 hours, followed by 6 hours and 30 minutes off duty, to return to duty as a yardmaster and work in that capacity for a period of 11 hours less 1 hour for dinner.

The Circuit Court of Appeals for the First Circuit, in *United States v. Boston & Maine Railroad*, 269 Fed., 89, on November 24, 1920, reversed the judgment of the trial court, 265 Fed., 800, and

held that the defendant's telegraph offices at Amherst and Arlington, Mass., open from 6 a. m. until 9.06 p. m., and from 5.45 a. m. until 9 p. m., respectively, were offices "continuously operated night and day" within the meaning of the act, citing opinions of the circuit courts of appeals for the fourth and sixth circuits to the same effect. In this case the Supreme Court of the United States on March 28, 1921, denied a writ of certiorari.

The District Court for the Middle District of Pennsylvania in *United States v. Cornwall & Lebanon Railroad* on November 30, 1920, 268 Fed., 680, involving an office open from 6 a. m. to 9 p. m. during the winter months and from 6 a. m. to 10.30 p. m. during the summer months, held such an office to be one "continuously operated night and day." In the same case the operator at the above office reported for duty at 6.40 a. m. working until 6.55 a. m. at which time he was relieved until 7.55 a. m. He then resumed duty completing his day's work at times ranging from 8.59 to 9.03 p. m. and during that period had from 20 to 30 minutes for dinner and from 30 to 45 minutes for supper. It was held that such intermissions must be counted as a part of the continuous service.

The Circuit Court of Appeals for the Eighth Circuit in *Denver & Rio Grande Railroad Company v. United States*, 270 Fed. 63, on December 13, 1920, held that in a prosecution under the act the burden of justifying excess service is on the carrier; also that the occurrence of a casualty or unavoidable accident, which delays a train crew does not in and of itself authorize the carrier to require or permit the crew to remain on duty during the period of delay in addition to the 16 hours prescribed in the act as a limitation within a 24-hour period.

The Circuit Court of Appeals for the First Circuit in *United States v. New York, New Haven & Hartford R. R. Co.*, on June 29, 1921, held that a telegraph operator who went on duty at 4 p. m. and was not finally released from duty until about 4 a. m., but during that time received certain releases for definite periods ranging from 1 hour and 8 minutes to 2 hours and 30 minutes, during which he was not subject to call, the total of such periods of release ranging from 5 hours and 46 minutes to 6 hours and 41 minutes on the various dates involved, was not employed more than 9 hours in a 24-hour period.

During the year ended June 30, 1921, we investigated 97 train accidents which included 62 collisions and 35 derailments. The collisions resulted in 194 deaths and 849 injuries, and the derailments resulted in 77 deaths and 518 injuries, a total of 271 persons killed and 1,367 persons injured. A detailed report and analysis of the accidents and causes will be found in the report of the chief of the

bureau of safety, published separately. Reports upon accidents investigated are summarized and published quarterly.

As shown by the block-signal bulletin for January 1, 1921, the total length of railroad in the United States operated by the block system on January 1, 1921, was 101,883.6 miles, of which 38,543.9 miles were equipped with automatic block signals and 63,339.7 miles with nonautomatic block system. Comparing these figures with those for the preceding year, there was an increase of 575.1 miles equipped with automatic block signals and a decrease of 575.7 miles in nonautomatic block signal mileage.

Plans of 135 devices were examined and opinions thereon transmitted to the proprietors. Of those examined 24 possessed meritorious features but required further development, and 3 possessed merit as safety devices warranting some degree of commendation.

Section 26 of the interstate commerce act, added February 28, 1920, provides that we may after investigation order any carrier by railroad subject to the act to install automatic train-stop or train-control devices, or other safety devices, which comply with specifications and requirements prescribed by us, such order to be issued at least two years before the date specified for its fulfillment.

In the administration of this section we invited the cooperation of the American Railway Association. That association appointed a joint committee of 20 members on automatic train control, consisting of an equal number of representatives from the operating, engineering, and mechanical divisions and signal section of the American Railway Association. This committee was organized in November, 1920.

Arrangements were made by our bureau of safety and the above committee for observation and compilation of performance records of three automatic train-control devices of the intermittent electrical contact type already installed. These observations were begun in May, 1921, and will be continued. Arrangements have also been made for experimental installation and test of 2 automatic train-control devices of the magnetic-induction type. The installation of one of these is now under way and tests will be continued. Arrangements have also been made for an installation of a wireless train-control device for experimental and development purposes.

BUREAU OF LOCOMOTIVE INSPECTION.

The work of this bureau during the fiscal year ended June 30, 1921, is shown in detail in the report of the chief inspector, published separately.

The tables following, covering the fiscal years indicated, are self-explanatory:

DATA AS TO LOCOMOTIVE INSPECTION.

	1921	1920	1919	1918	1917
Number of locomotives inspected.....	60,812	49,471	59,772	41,611	47,542
Number found defective.....	30,207	25,529	34,557	22,196	25,909
Percentage found defective.....	50	52	58	53	54.5
Number ordered out of service.....	3,914	3,774	4,433	2,125	3,294
Total defects found.....	104,848	95,066	135,300	78,277	84,883

NUMBER OF ACCIDENTS, NUMBER KILLED, AND NUMBER INJURED AS A RESULT OF FAILURE OF PARTS AND APPURTENANCES OF THE ENTIRE LOCOMOTIVE AND TENDER.

	1921	1920	1919	1918	1917
Number of accidents.....	735	843	565	641	616
Decrease from previous year.....per cent..	12.8	*49.2	11.8	*4.1	.....
Number killed.....	64	66	57	46	62
Decrease from previous year.....per cent..	3	*15.8	*23.9	25.8	.....
Number injured.....	800	916	647	756	721
Decrease from previous year.....per cent..	12.6	*41.6	14.4	*4.8	.....

*Increase.

NUMBER OF ACCIDENTS, NUMBER KILLED, AND NUMBER INJURED AS A RESULT OF THE FAILURE OF SOME PART OR APPURTENANCE OF THE BOILER ONLY.

	1921	1920	1915	1912
Number of accidents.....	342	439	424	856
Number killed.....	51	48	13	91
Number injured.....	379	503	467	1,005

DERAILMENTS DUE TO DEFECTS IN OR FAILURE OF SOME PART OF THE LOCOMOTIVE OR TENDER AND THE NUMBER OF PERSONS KILLED AND INJURED AS A RESULT OF SUCH DERAILMENT.

	1921	1920	1919	1918	1917
Number of derailments*.....	8	7	7	2	4
Number killed.....	.....	7	6	.....	1
Number injured.....	30	18	7	2	21

* Only derailments reported by carriers as being caused by defect in or failure of parts of the locomotive or tender were investigated or counted in this tabulation.

NUMBER OF PERSONS KILLED AND INJURED BY FAILURE OF SOME PART OR APPURTENANCE OF THE LOCOMOTIVE AND TENDER, CLASSIFIED ACCORDING TO OCCUPATIONS.

	1921		1920		1919		1918		1917	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Members of train crews:										
Engineers.....	15	237	16	272	14	194	11	245	16	230
Firemen.....	25	360	20	404	22	265	19	306	21	304
Brakemen.....	13	64	9	77	11	82	6	62	13	60
Conductors.....	2	20	2	19	2	16	.....	21	3	14
Switchmen.....	3	15	4	19	1	7	2	8	1	8
Roundhouse and shop employees:										
Boilermakers.....	1	7	2	9	9	9	.....	11	1	11
Machinists.....	1	3	1	20	.....	5	.....	11	.....	8
Foremen.....	1	3	.....	3	.....	3	1	4	.....	1
Inspectors.....	.....	5	.....	1	.....	6	4	4	.....	3
Watchmen.....	.....	4	4	3	.....	2	.....	3	.....	5
Boiler washers.....	.....	7	.....	13	.....	7	1	4	.....	7
Hostlers.....	.....	8	.....	13	.....	6	.....	8	.....	6
Other roundhouse and shop employees.....	1	25	3	30	1	11	2	19	2	19
Other employees.....	2	16	4	26	3	23	.....	26	5	22
Nonemployees.....	.....	21	1	7	2	11	.....	24	1	23
Total.....	64	800	66	916	57	647	46	756	62	721

All accidents reported to this bureau were carefully investigated and reports rendered. Action was taken to prevent recurrences, as far as possible. When requested, copies of such reports have been furnished to interested parties.

A summary of accidents and casualties occurring during the fiscal year ended June 30, 1921, as compared with the year ended June 30, 1920, covering failures of any kind in locomotive, tender, or appurtenances, shows a reduction of 12.8 per cent in the number of accidents, 3 per cent in the number killed, and 12.6 per cent in the number injured.

There were no authentic records from which comparisons could be made of such accidents prior to the enactment of this law. A comparison, however, of the fiscal year ended June 30, 1912, the first year of the boiler inspection law, as compared with the fiscal year 1915, in which the boiler inspection law was amended, and 1921, the present year, is of importance and shows the effect of inspection and repair, as required by the law and the rules and regulations established thereunder.

Comparing 1912 with 1915, a reduction is shown of 50 per cent in the number of accidents, 85.7 per cent in the number killed, and 53.5 per cent in the number injured. Until the amendment approved March 4, 1915, the act applied to and included only the boiler and appurtenances. Comparing 1912 with 1921, a reduction is shown of 60 per cent in the number of accidents, 44 per cent in the number killed and 62 per cent in the number injured. Transcribed reports showing defects found on all locomotives ordered out of service, and those found approaching violations of the law and rules, were furnished the chief operating officers of the carriers monthly, so that they might be fully informed of the condition of their locomotives, as disclosed by our inspectors.

Two hundred and nine applications were filed for extension of time for the removal of flues, as provided in Rule 10. Investigation showed that in 25 of these cases the condition of the locomotives was such that no extension could properly be granted. Twenty-two were in such condition that the full extension requested could not be granted, but an extension for a shorter period within the limits of safety was allowed; 25 extensions were granted after defects disclosed by our investigation had been repaired; 38 applications were withdrawn for various reasons; and the remaining 99 were granted for the full period requested.

There were filed 2,791 specification cards and 9,785 alteration reports. These have been carefully checked to determine whether the boilers were so constructed as to withstand safely the pressure applied and whether the stresses given in the specifications and alteration reports had been correctly calculated.

On July 1, 1920, rules became effective requiring each locomotive used in road service between sunset and sunrise to be equipped with a headlight which will enable the enginemen to see, in a clear atmosphere, a dark object as large as a man 800 feet ahead of the locomotive, and each yard locomotive to have one light on the front and one on the rear that will enable the enginemen to see 300 feet ahead of the locomotive. These requirements have met with general compliance. The present lighting equipment of locomotives seems to meet full approval by officials and employees.

No formal appeal has been taken during the year from the decision of any inspector ordering a locomotive out of service. Inspectors of this bureau spent 962 days on special work in connection with the transportation act, 1920, and the interstate commerce act.

The number of locomotives has increased to more than 70,000 since the act was passed on February 17, 1911, and the duties of the inspectors were increased by the amendment of March 4, 1915, which extended it to include the entire locomotive, tender, and appurtenances. The number of inspectors has remained the same and should be increased if they are adequately to discharge the added duties laid upon them, including those resulting from the enactment of the transportation act, 1920.

BUREAU OF VALUATION.

Prior to November 1, 1920, 55 tentative valuation reports, representing the properties of 70 carriers, had been issued by us. The decision of the Supreme Court of the United States handed down March 8, 1920, referred to in our thirty-fourth annual report, required us to investigate and report "the present cost of condemnation and damages, or of purchase, in excess of present value" of common-carrier lands. Having determined the excess cost of acquisition figures for the properties covered by the 55 tentative valuation reports, a supplemental tentative valuation has been issued and served, in each case, showing excess cost of acquisition of the lands and final value figures.

In addition to the above mentioned, 96 tentative valuation reports upon the properties of 123 carriers have been completed and served on interested parties during this period, bringing to 193 the number of properties upon which tentative valuations have been issued to October 31, 1921. Every energy is now being directed to the work of completing tentative valuation reports.

The work of the bureau of valuation divides itself, in all sections, into two broad classifications, field and office. In the engineering section, which required a larger and more expensive organization than either the land or accounting sections, all field work has been completed and the parties have been disbanded. In the accounting section

approximately 98 per cent of the field work has been completed and the balance will be finished in the current year. The work yet remaining to be done is largely on carriers of less than 500 miles, that is, below the importance of major properties. In the land section, on a basis of mileage, the field work is 98 per cent completed and the personnel reduced to about one-fifth of its quota at the beginning of the year. The force developed by the land section to comply with the Supreme Court decision above referred to, has covered a large part of the studies upon which its findings are based. It has completed reports on all properties upon which we had already issued tentative valuations and is keeping abreast of the other sections in covering current reports.

The completion of the field inventory will mark an important step in the progress of the valuation work. There will then follow the analytical work of assembling the data accumulated through the inventory and compiling therefrom the underlying reports which form the bases for the tentative valuations, 193 of which have been issued as before stated. There will remain the work of hearing the carriers on their protests against the tentative valuations, which may result in modifications of the tentative valuations, and after this the publishing in final form of our reports on the properties of the individual carriers.

On account of the approaching completion of the field work, it has been necessary to perfect plans for abandoning the district offices heretofore maintained at Washington, Chattanooga, Chicago, Kansas City, and San Francisco, and to centralize the organization in Washington. This has the effect of greatly reducing the expenses of the bureau, at the same time expediting the completion of underlying reports and tentative valuations.

RAILWAY MAIL PAY.

The act of Congress of July 28, 1916, 39 Stat., 421, 425, empowered and directed us to fix and determine from time to time the fair and reasonable rates and compensation for the transportation of mail matter by railway common carriers and the service connected therewith, to prescribe the method or methods by weight, or space, or both, or otherwise, for ascertaining such rate or compensation, and to publish the same. We have heretofore referred to the proceeding conducted by us under the authority of the act, and to our decision and order rendered on December 23, 1919, 56 I. C. C., 1.

On February 17, 1921, the committee representing the railway common carriers sought an interpretation of our order of December 23, 1919, so as (1) to make application of separate compensation for side, terminal, and transfer service provided in section 9 retroactive to the period November 1, 1916, to March 1, 1920, (2) to make application

of the 25 per cent increase in rates from January 1, 1918, provided in paragraph 3 of section 3 to the minimum payment of \$50 per mile per annum, and (3) to rule that the minimum annual payment provided in paragraph 2 of section 3 shall be applicable to the routes embodied in the plan submitted to us by the Postmaster General. The Postmaster General appeared on brief March 7, 1921, and oral argument was had on April 29, 1921. Our decision and order were made and entered on June 13, 1921, denying specifications (1) and (3) and granting specification (2).

The American Short Line Railroad Association filed motion on March 18, 1921, to make section 3 of our order of December 23, 1919, more definite and certain by stating specifically that (1) the fair and reasonable rates of pay for transportation of mail matter on all of the weight routes of separately operated railroads referred to in said section for the period from July 1, 1916, to March 1, 1920, and that (2) the minimum pay on any mail route, over any part of which mail is transported not less than 6 times a week, was \$50 per mile per annum from July 1, 1916. Upon consideration of the whole record the motion was denied.

On February 23, 1921, the New England carriers applied for reconsideration of the facts and circumstances surrounding the transportation of mail upon their lines and the services performed by them in connection therewith, especially during the period from September 1, 1920. An order fixing just, reasonable, and adequate rates of pay during that period and for the future was sought. The short-line railroads in intermountain and Pacific coast states subsequently sought similar reconsideration in connection with their lines, with special reference to the period from March 1, 1920. Answers and briefs were filed by the Postmaster General. The railway mail pay proceedings were thereupon reopened for such action as might be found appropriate with respect only to the facts and circumstances surrounding the transportation of the mails, and the service connected therewith, upon the lines of the applicants. The Postmaster General and applicants are, under certain prescribed plans, now assembling data to be subsequently submitted to us.

BOARDS OF REFEREES.

These boards have been constituted from our membership and from that of our official force.

Proceedings were expedited and reports were promptly made in all cases except those in which the claimants requested that proceedings be held in abeyance pending their further efforts to effect settlements with the Director General of Railroads.

Four reports were made by the boards to the President, 6 cases were dismissed at the instance of claimants, and 2 cases were dis-

missed because the boards decided that they were without jurisdiction to hear the claimants.

On October 31, 1921, 5 cases brought under the provisions of section 3 of the Federal control act and 48 cases brought under the provisions of section 6 of that act, were pending.

SUMMARY OF RECOMMENDATIONS.

For the reasons previously stated in this report and in former reports, we recommend:

1. That section 1 of the interstate commerce act be amended to provide for the punishment of any person offering or giving to an employee of a carrier subject to the act any money or thing of value with intent to influence his action or decision with respect to car service, and to provide also for the punishment of the guilty employee.

2. That the boiler-inspection act, as amended, be further amended to provide for increases in the number and salaries of inspectors.

3. That the use of steel cars in passenger-train service be required, and that the use in passenger trains of wooden cars between or in front of steel cars be prohibited.

4. That the hours of service act of March 4, 1907 (34 Stat., 1415; 8 Comp. Stat. 1916, p. 9448), be so amended that it will require all service of employees subject to the act to be construed as continuous service, except that if an employee is given a release from duty for a definite period of not less than three hours, and under such circumstances that the employee has proper facilities and opportunities for securing rest during such relief period, such relief period can be used to break the continuity of the service and the service ceases to be continuous and becomes aggregate service.

5. That the power to award reparation be placed wholly in the courts; that a condition precedent to an award of reparation by a court for unreasonable rates or charges be that we have found such rates or charges unreasonable as of a particular time; that the law affirmatively recognize that private damages do not necessarily follow a violation of the act; that provision be made that sections 8, 9, and 16 of the interstate commerce act shall be construed to mean that no person is entitled to reparation except to the extent that he shows he has suffered damage; and that the law should provide that if a rate is found to be unreasonable the rule of damages laid down in the *International Coal Case*, 230 U. S., 184, should control.

6. That section 20a of the interstate commerce act be so amended as to indicate definitely the classes of electric railway companies subject to that section.

7. That paragraphs (4) to (8), inclusive, of section 5 of the interstate commerce act be so amended or supplemented as clearly to provide whether and, if so, how voluntary consolidations of car-

riers may be effected pending ultimate adoption by us of a complete plan of consolidation.

8. That section 19 of the merchant marine act, 1920, be amended so that its provisions will clearly not be applicable to the Interstate Commerce Commission.

9. That section 28 of the merchant marine act, 1920, be reconsidered by the Congress in the light of the circumstances set forth in the chapter on the effect of this statute appearing at pages 13 and 14 of this report.

STATEMENT OF APPROPRIATIONS AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1921.

Sundry civil act June 5, 1920:

For salaries of Commissioners-----	\$132,000.00	
For salary of Secretary-----	7,500.00	
		\$139,500.00
Public Resolution No. 18, June 16, 1921, 1920-1921 appropriation, for relief of Henry Jones Ford, as Commissioner from June 11, 1920, to March 4, 1921--		8,800.00
		<u>\$148,300.00</u>

Sundry civil act June 5, 1920—For all other authorized expenditures necessary in the execution of laws to regulate commerce:

General-----	1,600,000.00	
Deficiency of March 1, 1921-----	500,000.00	
		<u>2,100,000.00</u>

Sundry civil act June 5, 1920—To further enable the Interstate Commerce Commission to enforce compliance with section 20 of the act to regulate commerce as amended by the acts approved June 29, 1906, including the employment of necessary special agents or examiners-----

600,000.00

Sundry civil act June 5, 1920—To enable the Interstate Commerce Commission to keep informed regarding compliance with acts to promote the safety of employees and travelers upon railroads, investigation and testing of block signal and train-control systems, and the investigation of hours of service, including the employment of inspectors:

Safety-----	313,600.00	
Deficiency act of March 1, 1921-----	22,400.00	
		<u>336,000.00</u>

Sundry civil act June 5, 1920—For the payment of all authorized expenditures under the provisions of the act of February 17, 1911, "To promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their locomotives with safe and suitable boilers and appurtenances thereto":

Locomotive inspection-----	290,000.00	
Deficiency act of March 1, 1921-----	10,000.00	
		<u>300,000.00</u>

Sundry civil act June 5, 1920—To enable the Interstate Commerce Commission to carry out the objects of the act approved March 1, 1913, providing for the valuation of the several classes of property to carriers:

Valuation-----	1,750,000.00	
Joint resolution, February 15, 1921-----	1,000,000.00	
		<u>2,750,000.00</u>

Sundry civil act June 5, 1920—Increase of compensation, Interstate Commerce Commission-----

357,442.81

Total----- 6,591,742.81

Amounts expended under appropriations for the fiscal year ended June 30, 1921:

As salaries to Commissioners and Secretary-----	\$116, 100. 00	
For relief of Henry Jones Ford, as Commissioner from June 11, 1920 to March 4, 1921 -----	8, 800. 00	\$124, 900. 00
All other authorized expenditures from general appropriation-----		1, 876, 293. 43
Examination of accounts, act approved June 29, 1906--		480, 006. 51
Safety appliance, block signal and hours of service--		331, 442. 24
Locomotive inspection -----		294, 973. 10
Valuation-----	2, 728, 656. 45	
Increase of compensation-----	357, 442. 81	
		<u>\$6, 193, 714. 54</u>
Unexpended balance of appropriations:		
As salaries to Commissioners-----	23, 400. 00	
All other authorized expenditures from general appropriation-----		223, 706. 57
Examination of accounts-----		119, 993. 49
Safety appliance, block signal and hours of service---		4, 557. 76
Locomotive inspection-----		5, 026. 90
Valuation-----	21, 343. 55	
		<u>398, 028. 27</u>
Total-----		<u>6, 591, 742. 81</u>

CHARLES C. McCHORD, *Chairman.*

BALTHASAR H. MEYER.

HENRY C. HALL.

WINTHROP M. DANIELS.

CLYDE B. AITCHISON.

JOSEPH B. EASTMAN.

MARK W. POTTER.

JOHN J. ESCH.

JOHNSTON B. CAMPBELL.

ERNEST I. LEWIS.

FREDERICK I. COX.

APPENDIX A.

INDICTMENTS RETURNED AND CASES CONCLUDED.

Summary of indictments returned between November 1, 1920, and October 31, 1921, inclusive, for violations of the interstate commerce, Elkins, transportation of explosives, and bills of lading acts.

Summary of cases arising from violations of the above acts concluded between November 1, 1920, and October 31, 1921, inclusive, and sentences imposed.

SUMMARY OF INDICTMENTS RETURNED BETWEEN NOVEMBER 1, 1920, AND OCTOBER 31, 1921.

United States *v.* Peter Anagonst and Gust Spannos, District Court, Montana, February 24, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* John Anderson, District Court, Utah, May 31, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* Harry G. Bebout, District Court, Western Pennsylvania, November 23, 1920, indictment charging filing false claims; 5 counts.

United States *v.* W. H. Bradford & Co., Inc., and Lloyd G. McCrum, District Court, Southern New York, January 28, 1921, indictment charging accepting discriminations; 5 counts.

United States *v.* Carmello Cacci, District Court, South Dakota, May 19, 1921, indictment charging failure to inform carrier of contents of package containing explosives; 3 counts.

United States *v.* Paul L. Chambers, District Court, Oregon, June 18, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* Ernest Charles, Louise Charles, and Mrs. A. Jones, District Court, Western Louisiana, May 16, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* Louise Charles and Ernest Charles, District Court, Western Louisiana, May 16, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* Joe Chizek, District Court, Western Pennsylvania, November 23, 1920, indictment charging filing false claims; 2 counts.

United States *v.* Coale & Co. (Inc.), and William Coale, District Court, Southern New York, January 29, 1921, indictment charging accepting discriminations; 5 counts.

United States *v.* Samuel Cohen, District Court, Western Pennsylvania, November 23, 1920, indictment charging filing false claims; 5 counts.

United States *v.* Paul Cronenberger, District Court, Utah, September 29, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* Thomas G. Crowe, District Court, Eastern Pennsylvania, June 6, 1921, indictment charging false billing; 5 counts.

United States *v.* Antonio DeMarinis, District Court, Southern West Virginia, April 7, 1921, indictment charging violation of transportation of explosives act; 1 count.

United States *v.* Joseph Flemming, Charles E. Connors, and James McDonald, District Court, Massachusetts, March 2, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* Robert Ford, District Court, Eastern South Carolina, March 1, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* John J. Handrigan, District Court, Rhode Island, December 6, 1920, indictment charging making and uttering, with intent to defraud, false bills of lading.

United States *v.* George B. Johnson and Charles A. Gillham, District Court, Southern New York, December 2, 1920, indictment charging conspiracy to violate section 1 of the Elkins Act.

United States *v.* George B. Johnson, District Court, Southern New York, September 20, 1921, indictment charging accepting discrimination and concession; 1 count.

United States *v.* John J. Kennedy, District Court, Eastern South Carolina, November 3, 1920, indictment charging making false entries in records of carrier; 1 count.

United States *v.* G. T. Kennedy et al., District Court, Southern California, July 8, 1921, indictment charging conspiracy to forge bills of lading; 1 count.

United States *v.* Forrest L. King, District Court, Oregon, February 4, 1921, indictment charging unlawful use of pass; 1 count.

United States v. Lakeside Fish & Oyster Co. and Benjamin Sacks, District Court, Northern Illinois, April 29, 1921, indictment charging filing false claim; 1 count.

United States v. B. W. Lockhart, District Court, Western Kentucky, December 14, 1920, indictment charging unlawful use of pass; 1 count.

United States v. B. J. Lynch Coal Co. (Inc.), and Bernard J. Lynch, District Court, Southern New York, February 1, 1921, indictment charging accepting discriminations; 5 counts.

United States v. Stanton F. McDonald, District Court, Minnesota, April 29, 1921, indictment charging unlawful use of pass; 1 count.

United States v. J. M. McKenzie, District Court, Eastern South Carolina, March 1, 1921, indictment charging making and uttering, with intent to defraud, false bills of lading.

United States v. Francis Muia and Guerry Luone, District Court, Western Pennsylvania, November 22, 1920, indictment charging unlawful use of pass; 1 count.

United States v. Walter Murphy, District Court, Connecticut, April 26, 1921, indictment charging aiding and abetting in the unlawful use of pass; 1 count.

United States v. Muscatine, Burlington & Southern Railway Co. and T. W. Krein, District Court, Southern Iowa, April 21, 1921, indictment charging falsifying records of carrier; 15 counts.

United States v. John Robinson, District Court, Montana, March 19, 1921, indictment charging unlawful use of pass; 1 count.

United States v. Russell F. Shrider, District Court, Northern Illinois, September 30, 1921, indictment charging making and uttering, with intent to defraud, false bills of lading; 13 counts.

United States v. Margaret Silvius, District Court, Maryland, April 16, 1921, indictment charging unlawful use of pass; 1 count.

United States v. Major B. Sitgraves and Susan Mills, District Court, Western Pennsylvania, April 5, 1921, indictment charging unlawful use of pass; 1 count.

United States v. Edward S. Stritmatter, District Court, Southern Ohio, October 11, 1921, indictment charging making and uttering, with intent to defraud, false bills of lading; 20 counts.

United States v. Joe Vavrek, District Court, Indiana, February 14, 1921, indictment charging violation of transportation of explosives act; 1 count.

United States v. D. A. Winn, District Court, Northern Texas, June 14, 1921, indictment charging unlawful use of pass; 1 count.

United States v. Frank Zappi and Catherine Zappi, District Court, Western Pennsylvania, August 3, 1921, indictment charging unlawful use of pass; 1 count.

United States v. Florian Zelenko, District Court, Western Pennsylvania, November 10, 1920, indictment charging violation of transportation of explosives act; 1 count.

SUMMARY OF CASES CONCLUDED IN UNITED STATES DISTRICT COURTS BETWEEN NOVEMBER 1, 1920, AND OCTOBER 31, 1921, INCLUSIVE.

United States v. Peter Anagonst and Gust Spannos, District Court, Montana, indictment charging unlawful use of pass. June 16, 1921, demurrer sustained. Indictment returned February 24, 1921.

United States v. John Anderson, District Court, Utah, indictment charging unlawful use of pass. July 15, 1921, plea of guilty entered and sentence to pay fine of \$50 or serve 30 days in jail imposed. Indictment returned May 31, 1921.

United States v. Harry G. Bebout, District Court, Western Pennsylvania, indictment charging filing false claims. February 4, 1921, plea of nolo contendere entered and fine of \$450 imposed. Indictment returned November 23, 1920.

United States v. Carmelo Cacci, District Court, South Dakota, indictment charging failure to inform carrier of contents of package containing explosives. September 9, 1921, verdict of guilty entered. September 12, 1921, sentence to pay fine of \$2,000 and serve 18 months in penitentiary imposed. Indictment returned May 19, 1921.

United States v. Paul L. Chambers, District Court, Oregon, indictment charging unlawful use of pass. June 23, 1921, plea of guilty entered and sentence to serve 20 days in jail imposed. Indictment returned June 18, 1921.

United States v. Ernest Charles, Louise Charles, and Mrs. A. Jones, District Court, Western Louisiana, indictment charging unlawful use of pass. June 6,

1921, verdict of guilty entered as to Ernest Charles and fine of \$125 imposed; verdict of not guilty entered as to other defendants. Indictment returned May 16, 1921.

United States *v.* Chicago & Alton Railroad Co., District Court, Northern Illinois, indictment charging granting concession. July 1, 1921, plea of guilty entered and fine of \$100 imposed. Indictment returned November 6, 1914.

United States *v.* Joe Chizek, District Court, Western Pennsylvania, indictment charging filing false claims. November 27, 1920, plea of guilty entered and fine of \$750 imposed. Indictment returned November 23, 1920.

United States *v.* Omar E. Clark, District Court, Maine, indictment charging unlawful use of pass. March 26, 1921, plea of guilty entered and fine of \$100 imposed. Indictment returned September 19, 1919.

United States *v.* Coastwise Lumber & Supply Company, District Court, New Jersey, indictment charging receiving discriminations. January 3, 1921, nolle prosequi entered. Indictment returned July 26, 1918.

United States *v.* Samuel Cohen, District Court, Western Pennsylvania, indictment charging filing false claims. November 27, 1920, plea of nolo contendere entered and fine of \$500 imposed. Indictment returned November 23, 1920.

United States *v.* Paul Cronenberger, District Court, Utah, indictment charging unlawful use of pass. September 29, 1921, plea of guilty entered and fine of \$100 imposed. Indictment returned September 29, 1921.

United States *v.* Ira R. Crouse, District Court, New Jersey, indictment charging accepting discriminations. January 3, 1921, nolle prosequi entered. Indictment returned July 26, 1918.

United States *v.* Antonio DeMarinis, District Court, Southern West Virginia, indictment charging violation of transportation of explosives act. April 7, 1921, plea of guilty entered and fine of \$85 imposed. Indictment returned April 7, 1921.

United States *v.* Joseph Flemming, Charles E. Connors, and James McDonald, District Court, Massachusetts, indictment charging unlawful use of pass. June 24, 1921, plea of guilty entered on behalf of Flemming and fine of \$25 imposed. Indictment returned March 2, 1921.

United States *v.* Robert Ford, District Court, Eastern South Carolina, indictment charging unlawful use of pass. March 1, 1921, verdict of guilty entered and fine of \$50 imposed. Indictment returned March 1, 1921.

United States *v.* Gulf Refining Co., District Court, Eastern Oklahoma, indictment charging accepting discriminations and concessions. April 23, 1920, verdict of guilty entered. January 10, 1921, fine of \$99,000 imposed. Indictment returned November 22, 1919.

United States *v.* George B. Johnson and Charles A. Gillham, District Court, Southern New York, indictment charging conspiracy to violate section 1 of the Elkins Act. March 21, 1921, nolle prosequi entered. Indictment returned December 2, 1920.

United States *v.* George B. Johnson, District Court, Southern New York, indictment charging accepting discrimination and concession. September 20, 1921, plea of guilty entered and fine of \$1,500 imposed. Indictment returned September 20, 1921.

United States *v.* John J. Kennedy, District Court, Eastern South Carolina, indictment charging making false entries in records of carrier. November 9, 1920, verdict of guilty entered and sentence to pay fine of \$1,000 and serve one year and one day in penitentiary imposed. Indictment returned November 3, 1920.

United States *v.* Milton G. Levering, District Court, Southern Ohio, indictment charging making and uttering, with intent to defraud, false bills of lading. January 25, 1921, plea of guilty entered and fine of \$750 imposed. Indictment returned June 8, 1920.

United States *v.* B. W. Lockhart, District Court, Western Kentucky, indictment charging unlawful use of pass. December 18, 1920, plea of guilty entered and fine of \$100 imposed. Indictment returned December 14, 1920.

United States *v.* Stanton F. McDonald, District Court, Minnesota, indictment charging unlawful use of pass. April 29, 1921, plea of guilty entered and fine of \$100 imposed. Indictment returned April 29, 1921.

United States *v.* Francis Muia and Guerry Luone, District Court, Western Pennsylvania, indictment charging unlawful use of pass. November 23, 1920, pleas of guilty entered and fines of \$5 against Muia and of \$25 against Luone imposed. Indictment returned November 22, 1920.

United States *v.* Muscatine, Burlington & Southern Railroad Company and T. W. Krein, District Court, Southern Iowa, indictment charging falsifying records. October 4, 1921, pleas of guilty entered. October 6, 1921, sentence to pay fine of \$3,000 imposed upon carrier defendant and sentence to pay fine of \$3,000 and serve one year and one day in penitentiary imposed upon Krein. Indictment returned April 21, 1921.

United States *v.* O'Gara Coal Co., District Court, Northern Illinois, indictment charging receiving rebates. May 13, 1921, plea of guilty entered and fine of \$5,000 imposed. Indictment returned November 22, 1921.

United States *v.* Thomas J. O'Gara and O'Gara Coal Co., District Court, Northern Illinois, indictment charging receiving concessions. May 13, 1921, nolle prosequi entered. Indictment returned November 22, 1921.

United States *v.* Park Falls Lumber Co., District Court, Western Wisconsin, indictment charging accepting concessions. February 10, 1921, plea of guilty entered and fine of \$1,000 imposed. Indictment returned October 19, 1921.

United States *v.* George D. Pteriotis, George Brouszos, Anthony J. Dristas, John V. Sakelerpoulos, Ernest Theodosion, Anestos G. Vernard, and American Company of Commerce (Inc.), District Court, Southern New York, indictment charging forging and altering, with intent to defraud, bills of lading. February 1, 1921, verdicts of guilty entered as to Pteriotis and Brouszos. Sentence to pay fine of \$14,000 and serve three years and six months in penitentiary imposed upon Pteriotis, and sentence to pay fine of \$1,400 and serve 18 months in penitentiary imposed upon Brouszos. January 29, 1921, nolle prosequi entered as to Theodosion and verdict of not guilty entered as to Dristas and Sakelerpoulos. March 10, 1921, nolle prosequi entered as to Vernard. Indictment returned October 28, 1920.

United States *v.* Puffer Manufacturing Co., District Court, Massachusetts, indictment charging filing false claims. February 2, 1921, plea of nolo contendere entered and fine of \$500 imposed. Indictment returned October 1, 1920.

United States *v.* William R. Richter, District Court, Nebraska, indictment charging forging bill of lading. April 15, 1921, verdict of guilty entered. April 27, 1921, sentenced to pay fine of \$5,000 and serve one year and one day in penitentiary imposed. Indictment returned September 6, 1918.

United States *v.* John Robinson, District Court, Montana, indictment charging unlawful use of pass. September 8, 1921, plea of guilty entered and fine of \$100 imposed. Indictment returned March 19, 1921.

United States *v.* W. L. Ross, District Court, Northern Illinois, indictment charging granting concessions. July 1, 1921, nolle prosequi entered. Indictment returned November 6, 1914.

United States *v.* Margaret Silvius, District Court, Maryland, indictment charging unlawful use of pass. May 23, 1921, plea of guilty entered and fine of \$100 imposed. Indictment returned April 16, 1921.

United States *v.* Major B. Sitgraves and Susan Mills, District Court, Western Pennsylvania, indictment charging unlawful use of pass. April 5, 1921, plea of guilty entered and sentence suspended. Indictment returned April 5, 1921.

United States *v.* J. F. Stevens, District Court, Western North Carolina, indictment charging making and uttering, with intent to defraud, false bills of lading. November 8, 1920, plea of guilty entered and fine of \$100 imposed. Indictment returned November 11, 1919.

United States *v.* Edward S. Stritmatter, District Court, Southern Ohio, indictment charging making and uttering, with intent to defraud, false bills of lading. October 19, 1921, plea of guilty entered and sentence to serve three years in penitentiary imposed. Indictment returned October 11, 1921.

United States *v.* Joe Vavrek, District Court, Indiana, indictment charging violation of transportation of explosives act. March 8, 1921, plea of guilty entered and sentence to serve 30 days in jail imposed. Indictment returned February 14, 1921.

United States *v.* D. A. Winn, District Court, Northern Texas, indictment charging unlawful use of pass. June 14, 1921, plea of guilty entered and fine of \$100 imposed. Indictment returned June 14, 1921.

United States *v.* Maud Young, District Court, New Mexico, indictment charging unlawful use of pass. November 10, 1920, plea of guilty entered and fine of \$100 imposed. Indictment returned October 8, 1920.

United States *v.* Florian Zelenko, District Court, Western Pennsylvania, indictment charging violation of transportation of explosives act. November 13, 1920, plea of guilty entered and sentence to serve one day in jail imposed. Indictment returned November 10, 1920.

APPENDIX B.

SUMMARIES SHOWING ACTION TAKEN SINCE
THE PERIOD COVERED BY THE LAST AN-
NUAL REPORT WITH RESPECT TO CASES
INVOLVING ORDERS OR REQUIRE-
MENTS OF THE COMMISSION AND
STATUS ON OCTOBER 31, 1921,
OF CASES PENDING IN
THE COURTS.

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CASES DECIDED BY THE COURTS SINCE OCTOBER 31, 1920.

SUPREME COURT OF THE UNITED STATES.

Seaboard Air Line Railway Company et al. v. The United States and Interstate Commerce Commission.

Suit in equity to annul an order of the Commission requiring carriers to abstain from absorbing switching charges on certain interstate carload freight at Richmond, Va., while refusing to absorb such charges on other like carload shipments transported under similar circumstances and conditions. 30 I. C. C., 552. 44 I. C. C., 455.

On January 19, 1918, a preliminary injunction restraining enforcement of the order was denied by the District Court for the Eastern District of Virginia, and on November 8, 1920, the decree of the lower court was affirmed.

DISTRICT COURTS OF THE UNITED STATES.

Edward J. Brundage, Attorney General of Illinois et al. v. The United States, defendant, and Interstate Commerce Commission, intervening defendant. Northern District of Illinois, Eastern Division.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates and charges for freight services and for the transportation of milk and cream in the state of Illinois. 60 I. C. C., 92.

On February 14, 1921, the injunction asked for was denied and the petition was dismissed. On June 8, 1921, an appeal was taken to the Supreme Court.

Edward J. Brundage, Attorney General of Illinois et al. v. The United States et al., defendants, and Interstate Commerce Commission, intervening defendant. Northern District of Illinois, Eastern Division.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate passenger fares and in sleeping and parlor car charges, in the state of Illinois. 59 I. C. C., 350.

On February 14, 1921, the injunction asked for was denied and the petition was dismissed. On June 8, 1921, an appeal was taken to the Supreme Court.

33 suits by individual carriers v. Illinois authorities. Northern District of Illinois, Eastern Division.

Suits in equity to restrain Illinois authorities from interfering with compliance by carriers with Commission's order requiring increases in certain intrastate passenger fares and in sleeping and parlor car charges, in the state of Illinois. 59 I. C. C., 350.

On February 14, 1921, cross bill making United States and Interstate Commerce Commission defendants was dismissed and interlocutory injunction was granted. On June 8, 1921, an appeal was taken to the Supreme Court.

The State of New York and Charles D. Newton, personally and as Attorney General of the State of New York, v. The United States, and v. Edgar E. Clark et al., constituting the Interstate Commerce Commission. Northern District of New York.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates, fares, and charges in the state of New York. 59 I. C. C., 290.

On February 21, 1921, the injunction asked for was denied and the petition was dismissed. On April 5, 1921, an appeal was taken to the Supreme Court.

The City of New York, plaintiff, and the State of New York, intervening plaintiff, v. The United States, and v. Edgar E. Clark et al., constituting the Interstate Commerce Commission. Eastern District of New York.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates, fares, and charges in the state of New York, in so far as it relates to the Long Island Railroad Company and the Staten Island Rapid Transit Railway Company. 59 I. C. C., 290.

On March 17, 1921, the injunction asked for was denied.

Frank W. Shealy et al., as Railroad Commissioners of South Carolina, petitioners, v. The United States of America, Atlantic Coast Line Railroad Co., et al., defendants, and Interstate Commerce Commission, intervening defendant. Eastern District of South Carolina.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates, fares, and charges in the state of South Carolina. 60 I. C. C., 290.

On March 16, 1921, the injunction asked for was denied.

Louisiana & Pine Bluff Railway Company v. The United States of America and Interstate Commerce Commission. Western District of Arkansas, Texarkana Division.

Suit in equity to set aside an order of the Commission relating to divisions to be paid to the Louisiana & Pine Bluff Railway Company, a tap line, out of through interstate rates, by the Missouri Pacific and other carriers. 53 I. C. C., 475.

On March 4, 1921, the petition was dismissed, and on April 7, 1921, an appeal was taken to the Supreme Court.

E. H. Miller v. United States. Southern District of New York.

Suit in equity to set aside an order of the Commission approving the issuance of new securities by the Chicago & Eastern Illinois Railway Company.

On May 24, 1921, the petition was dismissed.

Arcaadia Coal Company et al. v. United States and Interstate Commerce Commission et al. Eastern District of Kentucky.

Suit in equity to annul an order of the Commission, made under the emergency power conferred upon the Commission by paragraph (15) of section 1 of the interstate commerce act, authorizing carriers to give priority to public utilities in connection with the distribution and transportation of coal.

On April 5, 1921, the petition was dismissed.

United States of America at the relation of the Western Union Telegraph Company v. Interstate Commerce Commission of the United States. Supreme Court of the District of Columbia.

Petition for mandamus to compel the Commission to change its method of inventorying telegraph property in valuation cases.

On May 4, 1921, the petition was dismissed, and on September 12, 1921, an appeal was taken to the Court of Appeals of the District of Columbia.

Detroit & Toledo Shore Line Railroad Company v. Interstate Commerce Commission. Supreme Court of the District of Columbia.

Petition for writ of certiorari commanding the Commission to certify to the court the record upon which it acted in said case.

On June 21, 1921, the rule to show cause was discharged and the petition was dismissed. On July 28, 1921, an appeal was taken to the Court of Appeals of the District of Columbia.

Pittsburgh & West Virginia Railway Company v. Interstate Commerce Commission. Supreme Court of the District of Columbia.

Suit in equity to enjoin the Commission temporarily and permanently from taking further action, so far as the Pittsburgh & West Virginia is concerned, in a proceeding now pending before the Commission in which the Wayne Coal Company is complainant and the Director General and the Pittsburgh & West Virginia are defendants.

On June 22, 1921, the injunction asked for was denied and the petition was dismissed. On August 24, 1921, an appeal was taken to the Court of Appeals of the District of Columbia.

Central Railroad Company of New Jersey et al. v. The United States, respondent, and Interstate Commerce Commission, intervening respondent. District of New Jersey.

Suit in equity to annul an order of the Commission requiring certain carriers to remove undue prejudice which results from permitting milling-in-transit

privilege at points in Central Freight Association Territory while denying similar privilege at Newark. 61 I. C. C., 145.

On July 2, 1921, the injunction asked for was denied, and on July 28, 1921, an appeal was taken to the Supreme Court.

Donner Steel Co., Inc., v. Interstate Commerce Commission. Supreme Court of the District of Columbia.

Petition for writ of certiorari or mandamus commanding the Commission to certify to the court the record upon which it acted in said case, and to compel the Commission to ascertain, fix, and determine the reasonable cost to complainant of performing car-spotting service with its own facilities, and to make an award of damages to complainant. 57 I. C. C., 745.

On July 25, 1921, the rule to show cause was discharged and the Commission's demurrer to the petition was sustained.

The Illinois Central Railroad Company et al. v. The United States of America, defendant, and Interstate Commerce Commission, intervening defendant. Southern District of Mississippi, Jackson Division.

Suit in equity to set aside an order of the Commission requiring Illinois Central Railroad Company, Fernwood & Gulf Railroad Company, and certain other carriers, to remove undue prejudice found to exist in rates for the transportation of yellow-pine lumber, timber, and lumber products, in carloads, shipped from Knoxville, Miss., to the Ohio River crossings, to destinations in Wisconsin, Minnesota, Iowa, and Missouri, to destinations in central and eastern trunk-line territories, and to destinations in Tennessee and Kentucky. 61 I. C. C., 485.

On August 19, 1921, the injunction asked for was granted.

Birmingham Southern Railroad Co. v. The United States of America, Interstate Commerce Commission, et al. Northern District of Alabama, Southern Division.

Suit in equity to set aside an order of the Commission requiring certain carriers on or before July 14, 1921, to establish rules for the adjustment of charges for the use and detention of cars which shall conform with those found reasonable by the Commission. 61 I. C. C., 551.

On July 13, 1921, the injunction asked for was denied.

United States of America, ex rel., members of The Waste Merchants Association of New York, a voluntary association, v. Interstate Commerce Commission. Supreme Court of the District of Columbia.

Proceeding in mandamus to compel the Commission to award reparation on certain shipments of freight articles from New York, N. Y., to various points in other states. 57 I. C. C., 686.

On December 1, 1920, the court overruled the demurrer to Commission's answer, and on January 27, 1921, an appeal was taken to the Court of Appeals of the District of Columbia.

The New York, Chicago & St. Louis Railroad Company v. The United States and Interstate Commerce Commission. Northern District of Ohio, Eastern Division.

Suit in equity to annul an order of the Commission relating to what are known as "lap-over" accounts.

On December 16, 1920, motion for preliminary injunction, and motion of the United States to dismiss, were denied.

State of Texas et al. v. The United States, Interstate Commerce Commission, et al. Eastern District of Texas.

Suit in equity to set aside a certificate of public convenience and necessity granted by the Commission, Division 4, in what is known as the Eastern Texas Railroad Company Case.

On September 21, 1921, the petition was dismissed.

Montevallo Mining Co., Southern Coal & Coke Co., et al., v. Southern Railway Company, Mobile & Ohio Railroad Company et al. Northern District of Alabama, Southern Division.

Suit in equity to set aside, in part, an order of the Commission in the case of *Meridian Traffic Bureau v. Southern Railway Co. et al.*, and to restrain defendants from attempting to collect rates on coal provided for in tariffs filed to comply with said order. 60 I. C. C., 5.

On July 28, 1921, the petition was dismissed.

CASES DISMISSED IN THE COURTS ON MOTIONS OF COMPLAINANTS SINCE OCTOBER 31, 1920.

DISTRICT COURTS OF THE UNITED STATES.

Montevallo Mining Co., Southern Coal & Coke Co., et al., v. Southern Railway Company, Mobile & Ohio Railroad Co. et al. Northern District of Alabama, Southern Division.

Suit in equity to set aside, in part, an order of the Commission in the case of *Meridian Traffic Bureau v. Southern Railway Co. et al.*, and to restrain defendants from attempting to collect rates on coal provided for in tariffs filed to comply with said order. 60 I. C. C., 5.

On July 28, 1921, the petition was dismissed on motion of plaintiff.

Arcadia Coal Company et al. v. United States and Interstate Commerce Commission et al. Eastern District of Kentucky.

Suit in equity to annul an order of the Commission, made under the emergency power conferred upon the Commission by paragraph (15) of section 1 of the interstate commerce act, authorizing carriers to give priority to public utilities in connection with the distribution and transportation of coal.

On April 5, 1921, the petition was dismissed at cost of plaintiffs.

CASE TREATED AS DISPOSED OF FINALLY.

DISTRICT COURT OF THE UNITED STATES.

The New York, Chicago & St. Louis Railroad Company v. The United States and Interstate Commerce Commission. Northern District of Ohio, Eastern Division.

Suit in equity to annul an order of the Commission relating to what are known as "lap-over" accounts.

On December 16, 1920, motion for preliminary injunction, and motion of United States to dismiss, were denied. Case treated as finally disposed of because appeal not taken within time allowed by law.

CASES PENDING FINAL DISPOSITION IN THE COURTS.

SUPREME COURT OF THE DISTRICT OF COLUMBIA.

United States of America at the relation of Kansas City Southern Railway Company v. Interstate Commerce Commission of the United States.

Petition for mandamus to compel the Commission to receive certain evidence which it has refused to receive in a proceeding now pending before it, entitled *In the Matter of the Valuation of the Property of the Kansas City Southern Railway Company et al.*

On June 2, 1919, the Court of Appeals of the District of Columbia affirmed a judgment of the Supreme Court of said District dismissing the carrier's petition, and on June 16, 1919, an appeal was taken to the Supreme Court.

On March 8, 1920, the Supreme Court reversed the decisions of the lower courts and ordered the issuance of the writ of mandamus prayed for.

On June 7, 1920, a peremptory writ of mandamus was issued by the Supreme Court of the District of Columbia, and on June 16, 1920, the writ was suspended by that court.

CASES PENDING IN THE COURTS OCTOBER 31, 1921.

SUPREME COURT OF THE UNITED STATES.

Railroad Commission of Wisconsin et al. v. Chicago, Burlington & Quincy Railroad Company.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate fares and charges in the state of Wisconsin. 59 I. C. C., 391.

On March 11-15, 1921, the case was argued, submitted, and taken under advisement.

On October 24, 1921, a reargument was ordered and the case set for hearing on December 5, 1921.

Louisiana & Pine Bluff Railway Company v. The United States of America and Interstate Commerce Commission.

Suit in equity to set aside an order of the Commission relating to divisions to be paid to the Louisiana & Pine Bluff Railway Company, a tap line, out of through interstate rates, by the Missouri Pacific and other carriers. 53 I. C. C., 475.

On March 4, 1921, the petition was dismissed, and on April 7, 1921, the case was appealed to the Supreme Court. On October 14, 1921, the case was argued and taken under advisement by the court.

The State of New York and Charles D. Newton, personally and as Attorney General of the State of New York, v. The United States, and v. Edgar E. Clark et al., constituting the Interstate Commerce Commission.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates, fares, and charges in the state of New York. 59 I. C. C., 290.

On February 21, 1921, the injunction asked for was denied and the petition was dismissed. On April 5, 1921, an appeal was taken to the Supreme Court. On October 19-20, 1921, the case was argued, and taken under advisement by the court.

State of North Dakota, ex rel. William Lemke, Attorney General, plaintiff, v. Chicago & Northwestern Railway Company et al., defendants.

Suit in equity, filed originally in Supreme Court, seeking to enjoin defendant carriers from putting into effect an order of the Commission, requiring increases in certain intrastate rates, fares, and charges in the state of North Dakota. 61 I. C. C., 504.

On June 1, 1921, leave to file such original suit was granted.

State of Texas v. The Interstate Commerce Commission and The Railroad Labor Board.

Suit in equity, filed originally in Supreme Court, seeking to have the Railroad Labor Board sections 300 to 316, inclusive, of the transportation act, and sections 402, 407, 416, 418, 422, and 439 of that act, including: Paragraphs (18) to (22) of section 1; paragraphs (1) to (8) of section 5; paragraphs (3) and (4) of section 13; paragraph (1) of section 15; section 15a, and section 20a, of the interstate commerce act, declared to be invalid, unconstitutional, and void.

On June 6, 1921, leave to file such original suit was granted.

Central Railroad Company of New Jersey et al. v. The United States, respondent, and Interstate Commerce Commission, intervening respondent.

Suit in equity to annul an order of the Commission requiring certain carriers to remove undue prejudice which results from permitting milling-in-transit privilege at points in Central Freight Association Territory while denying similar privilege at Newark. 61 I. C. C., 145.

On July 2, 1921, the injunction asked for was denied, and on July 28, 1921, an appeal was taken to the Supreme Court.

Edward J. Brundage, Attorney General of Illinois, et al. v. The United States, defendant, and the Interstate Commerce Commission, intervening defendant.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates and charges for freight services and for the transportation of milk and cream in the state of Illinois. 60 I. C. C., 92.

On February 14, 1921, the injunction asked for was denied and the petition was dismissed. On June 8, 1921, an appeal was taken to the Supreme Court.

Edward J. Brundage, Attorney General of Illinois, et al. v. The United States et al., defendants, and the Interstate Commerce Commission, intervening defendant.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate passenger fares and in sleeping and parlor car charges, in the state of Illinois. 59 I. C. C., 350.

On February 14, 1921, the injunction asked for was denied and the petition was dismissed. On June 8, 1921, an appeal was taken to the Supreme Court.

33 suits by individual carriers v. Illinois authorities.

Suits in equity to restrain Illinois authorities from interfering with compliance by carriers with Commission's order requiring increases in certain in-

trastate passenger fares and in sleeping and parlor car charges, in the state of Illinois. 59 I. C. C., 350.

On February 14, 1921, cross bill making the United States and the Interstate Commerce Commission defendants was dismissed and interlocutory injunction asked for was granted. On June 8, 1921, an appeal was taken to the Supreme Court.

State of Texas et al. v. United States Interstate Commerce Commission et al.

Suit in equity to set aside a certificate of public convenience and necessity granted by the Commission, Division 4, in what is known as the Eastern Texas Railroad Company Case.

On September 21, 1921, the petition was dismissed, and an appeal was taken to the Supreme Court.

SUPREME COURT OF THE DISTRICT OF COLUMBIA.

Donner Steel Co., Inc., v. Interstate Commerce Commission.

Petition for writ of certiorari or mandamus commanding the Commission to certify to the court the record upon which it acted in said case, and to compel the Commission to ascertain, fix, and determine the reasonable cost to complainant of performing car spotting service with its own facilities, and to make an award of damages to complainant.

On July 25, 1921, the rule to show cause was discharged and the Commission's demurrer to petition was sustained.

Pending further action.

COURT OF APPEALS OF THE DISTRICT OF COLUMBIA.

United States of America at the relation of the Western Union Telegraph Company v. Interstate Commerce Commission of the United States.

Petition for mandamus to compel the Commission to change its method of inventorying telegraph property in valuation cases.

On May 4, 1921, the petition was dismissed, and on September 12, 1921, an appeal was taken to the Court of Appeals of the District of Columbia.

United States of America, ex rel., Members of the Waste Merchants Association of New York, a voluntary association, v. The Interstate Commerce Commission.

Proceeding in mandamus to compel the Commission to award reparation on certain shipments of freight articles from New York, N. Y., to various points in other states.

On December 1, 1920, the court overruled the demurrer to Commission's answer, and on January 27, 1921, the case was appealed to the Court of Appeals of the District of Columbia.

Detroit & Toledo Shore Line Railroad Company v. Interstate Commerce Commission, United States of America.

Petition for writ of certiorari commanding the Commission to certify to the court the record upon which it acted in said case.

On June 21, 1921, the rule to show cause was discharged and the petition was dismissed. On July 28, 1921, an appeal was taken to the Court of Appeals of the District of Columbia.

Pittsburgh & West Virginia Railway Co. v. Interstate Commerce Commission.

Suit in equity to enjoin the Commission temporarily and permanently from taking further action, so far as the Pittsburgh & West Virginia is concerned, in a proceeding now pending before the Commission in which the Wayne Coal Company is complainant and the Director General and the Pittsburgh & West Virginia are defendants.

On June 22, 1921, the injunction asked for was denied and the petition was dismissed. On August 24, 1921, an appeal was taken to the Court of Appeals of the District of Columbia.

DISTRICT COURTS OF THE UNITED STATES.

Missouri, Kansas & Texas Railway Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the Commission awarding reparation on shipments of cattle from points in Texas and other states to points in Illinois and other states. 30 I. C. C., 721.

St. Louis, Iron Mountain & Southern Railway Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the Commission awarding reparation on shipments of cattle from points in Texas and other states to points in Illinois and other states. 30 I. C. C., 721.

Chicago & Eastern Illinois Railroad Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the Commission awarding reparation on shipments of cattle from points in Texas and other states to points in Illinois and other states. 30 I. C. C., 721.

St. Louis & San Francisco Railroad Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the Commission awarding reparation on shipments of cattle from points in Texas and other states to points in Illinois and other states. 30 I. C. C., 721.

Eastern Texas Railroad Company et al v. Railroad Commission of Texas et al. Western District of Texas.

Suit in equity to enjoin prosecution by Railroad Commission of Texas and others of suits based upon charging by carriers of rates published in compliance with an order entered by the Interstate Commerce Commission in the *Shreveport case*. United States and Interstate Commerce Commission made parties to suit by amended answer in the nature of a cross bill filed by Railroad Commission of Texas. 41 I. C. C., 83.

Application of the Texas Commission for an injunction against order of Interstate Commerce Commission, denied; application of carriers for injunction to restrain Texas Commission from interfering with carriers' compliance with order of Interstate Commerce Commission granted. Pending final hearing.

City of St. Louis v. United States and Interstate Commerce Commission. Eastern District of Missouri.

Suit in equity to annul Commission's order of November 7, 1916, vacating order of May 7, 1916, suspending Illinois Traction tariff covering rates between St. Louis and points in Illinois. 41 I. C. C., 584.

Pending on motion to dismiss filed by the Commission.

Chestnut Ridge Railway Company v. United States and Interstate Commerce Commission. District of New Jersey.

Suit in equity to annul an order of the Commission vacating orders of December 28, 1915, and January 12, 1916, suspending certain tariffs providing for divisions to Chestnut Ridge Railway Company, an industrial line. New action following dismissal of similar suit between same parties. 41 I. C. C., 62; 50 I. C. C., 152. Pending final hearing.

Frank W. Shealy et al., as Railroad Commissioners of South Carolina, petitioners, v. The United States of America, Atlantic Coast Line Railroad Company, et al., defendants, and Interstate Commerce Commission, intervening defendant. Eastern District of South Carolina.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates, fares and charges in the state of South Carolina. 60 I. C. C., 290.

On March 16, 1921, the injunction asked for was denied.
Pending final hearing.

The State of Iowa et al. v. The United States, Interstate Commerce Commission, et al. Southern District of Iowa, Central Division.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate fares and charges in the state of Iowa. 60 I. C. C., 55.
Pending hearing.

E. H. Miller v. United States. Southern District of New York.

Suit in equity to set aside an order of the Commission approving the issuance of new securities by the Chicago & Eastern Illinois Railway Company.

On May 24, 1921, the petition was dismissed. Pending further action.

Pittsburgh & Shawmut Coal Company, Title Guarantee & Trust Company, and J. J. Jermyn, complainants, v. The Delaware & Northern Railroad Company, defendant. Northern District of New York.

Petition and order to show cause why the receivers of the property of the Delaware & Northern should not be permitted to abandon the operation of the property of that company for common carrier purposes, and to sell the property and distribute the proceeds of the sale to creditors and stockholders.

Pending hearing.

Birmingham Southern Railway Company v. The United States of America, Interstate Commerce Commission et al. Northern District of Alabama, Southern Division.

Suit in equity to set aside an order of the Commission requiring certain carriers, on or before July 14, 1921, to establish rules for the adjustment of charges for the use and detention of cars which shall conform with those found reasonable by the Commission. 61 I. C. C., 551.

On July 13, 1921, the injunction asked for was denied.

Pending final hearing.

The Illinois Central Railroad Company et al. v. The United States of America, defendant, and Interstate Commerce Commission, intervening defendant. Southern District of Mississippi, Jackson Division.

Suit in equity to set aside an order of the Commission requiring Illinois Central Railroad Company, Fernwood & Gulf Railroad Company, and certain other carriers, to remove undue prejudice found to exist in rates for the transportation of yellow-pine lumber, timber, and lumber products, in carloads, shipped from Knoxo, Miss., to the Ohio River crossings, to destinations in Wisconsin, Minnesota, Iowa, and Missouri, to destinations in central and eastern trunk-line territories, and to destinations in Tennessee and Kentucky. 61 I. C. C., 485.

On August 19, 1921, the injunction asked for was granted.

Pending final hearing.

The State of North Dakota ex rel. William Lemke, Attorney General v. United States of America, Interstate Commerce Commission, Chicago & Northwestern Railway Company et al., District of North Dakota, Southeastern Division.

Suit in equity to set aside an order of the Commission in Ex Parte 74, in so far as it relates to surcharges upon passengers riding in Pullman and in parlor cars in interstate commerce in North Dakota. 58 I. C. C., 220.

Pending hearing.

State of Nebraska v. United States of America, Walker D. Hines, Director General of Railroads of the United States, Interstate Commerce Commission et al. Western District of Missouri.

Suit in equity to set aside an order of the Commission, in the case of *South St. Joseph Live Stock Exchange v. Chicago, Burlington & Quincy Railroad Company and the Director General of Railroads*, and the case of *Kansas City Live Stock Exchange v. the same defendants*, requiring the removal of a discrimination which resulted from the granting of free return transportation to caretakers accompanying intrastate shipments of live stock from points on the C., B. & O. R. R. in Nebraska to Omaha, Nebr., while refusing to grant such transportation in connection with interstate shipments of live stock from the same points of origin to St. Joseph and Kansas City, Mo. 53 I. C. C., 114.

On October 24, 1919, the Interstate Commerce Commission filed its answer and motion to dismiss.

Pending hearing.

The City of New York, plaintiff, and the State of New York, intervening plaintiff, v. The United States, and v. Edgar E. Clark et al., constituting the Interstate Commerce Commission. Eastern District of New York.

Suit in equity to set aside an order of the Commission requiring increases in certain intrastate rates, fares, and charges in the state of New York, in so far

as it relates to the Long Island Railroad Company and the Staten Island Rapid Transit Railway Company. 50 I. C. C., 290.

On March 17, 1921, the injunction asked for was denied and the petition was dismissed.

State of Alabama and Alabama Public Service Commission v. United States et. al. Middle District of Alabama, Northern Division.

Suit in equity to set aside an order of the Commission requiring increases in surcharges upon passengers traveling in sleeping and parlor cars in the state of Alabama. 62 I. C. C., 153.

State of Tennessee et al. v. The United States. Middle District of Tennessee, Nashville Division.

Suit in equity to annul an order of the Commission requiring increases in certain intrastate rates and charges in the state of Tennessee. 63 I. C. C., 161.

APPENDIX C.

STATISTICAL SUMMARIES.

STATISTICAL SUMMARIES.

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A. STATISTICS OF RAILWAY DEVELOPMENT SINCE 1908.

In the following tables slight adjustments have been made in some of the figures heretofore published, in order to allow as fully as possible for changes in methods of compilation. As the changes are not of importance, the tables have not been burdened with numerous footnotes.

TABLE I.—*Mileage operated and mileage owned by steam roads in the United States, not including switching and terminal companies, 1908-1920.*

Year ended—	Miles of road owned in the United States. ¹	Mileage operated, by Classes I, II, and III roads (including trackage rights).		
		Miles of road.	Miles of second or additional main tracks.	Miles of yard track and sidings.
June 30, 1908.....	233,468	230,494	23,699	79,453
1909.....	236,834	235,402	24,573	82,377
1910.....	240,293	240,831	25,354	85,582
1911.....	243,979	246,238	27,612	88,974
1912.....	246,777	249,852	29,367	92,019
1913.....	249,777	253,470	30,827	95,211
1914.....	252,105	256,547	32,376	98,285
1915.....	253,789	257,569	33,662	99,910
1916.....	254,251	259,211	33,864	101,869
Dec. 31, 1916.....	254,037	259,705	34,325	102,984
1917.....	253,626	259,705	35,066	105,582
1918.....	253,529	258,507	36,228	107,608
1919.....	253,152	258,525	36,730	108,637
1920.....	253,708	259,582	36,657	109,592

¹ Includes mileage of some small companies that do not make annual reports to the Commission.

TABLE II.—*Equipment of steam roads in service at the close of each year, 1908-1920.*¹

Year ended—	Number of locomotives.	Average tractive power.	Number of freight cars (excluding caboose).	Average capacity.	Number of passenger-train cars.
		<i>Pounds.</i>		<i>Tons.</i>	
June 30, 1908.....	57,698	26,356	2,100,784	34.9	45,292
1909.....	58,219	26,601	2,086,835	35.3	45,664
1910.....	60,019	27,282	2,148,478	35.9	47,179
1911.....	62,463	28,291	2,208,997	36.9	49,906
1912.....	63,463	29,049	2,229,163	37.4	51,583
1913.....	65,597	30,258	2,298,478	38.3	52,717
1914.....	67,012	31,006	2,349,734	39.1	54,492
1915.....	66,502	31,501	2,341,567	39.7	55,810
1916.....	65,314	32,380	2,313,378	40.5	54,774
Dec. 31, 1916.....	65,595	32,840	2,329,475	40.9	55,193
1917.....	66,070	33,932	2,379,472	41.5	55,939
1918.....	67,936	34,701	2,397,943	41.5	56,611
1919.....	68,977	35,515	2,426,889	41.8	56,290
1920.....	68,553	36,005	2,389,264	42.1	56,152

¹ The figures relating to the number of locomotives and cars as published have been adjusted to cover all operating roads each year, but the figures showing average tractive power of locomotives and average capacity of freight cars are as published in the Statistics of Railways. The fact that the same classes of roads have not been covered each year affects these averages only slightly.

TABLE III.—*Transportation service performed by steam roads, 1908-1920, excluding switching and terminal companies.*

Year ended—	Tons of freight originating.	Number of ton-miles of revenue freight.	Number of loaded freight-car miles.	Number of passengers carried.	Number of passenger-miles.
		<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>
June 30, 1908.....	869,797,510	218,382	11,123	890	29,083
1909.....	881,334,355	218,803	11,361	891	29,109
1910.....	1,026,491,782	255,017	12,851	972	32,338
1911.....	1,003,053,893	253,784	12,859	997	33,202
1912.....	1,031,206,606	264,081	13,088	1,004	33,132
1913.....	1,182,547,672	301,730	14,292	1,044	34,673
1914.....	1,129,992,223	288,637	13,688	1,063	35,357
1915.....	1,023,802,680	277,135	13,111	986	32,475
1916.....	1,262,862,624	343,477	15,343	1,015	34,309
Dec. 31, 1916.....	1,317,245,556	366,174	16,042	1,049	35,220
1917.....	1,382,004,576	398,263	16,088	1,110	40,100
1918.....	1,376,844,812	408,778	15,163	1,123	43,212
1919.....	1,189,765,193	367,161	14,433	1,211	46,838
1920.....	1,363,879,962	413,675	15,489	1,270	47,366

TABLE IV.—*Reported property investment and railway operating income, 1908–1920: Steam roads, excluding switching and terminal companies.*

Year ended—	Investment. ¹	Railway operating income. ²	Return on investment. ³
			<i>Per cent.</i>
June 30, 1908.....	\$13,213,766,540	\$645,680,235	4.89
1909.....	13,609,183,515	732,642,083	5.38
1910 ⁴	14,557,816,099	826,466,756	5.68
1911.....	15,612,378,845	768,213,345	4.92
1912.....	16,004,744,966	751,266,806	4.69
1913.....	16,588,603,109	831,343,282	5.01
1914.....	17,153,785,568	705,883,489	4.12
1915.....	17,441,420,382	727,546,101	4.17
1916.....	17,689,425,438	1,043,017,290	5.90
Dec. 31, 1916.....	17,842,776,668	1,100,545,422	6.17
1917.....	18,574,297,873	986,819,181	5.31
1918.....	18,984,756,478	* 682,546,759	3.60
1919.....	19,300,120,717	* 510,365,083	2.64
1920.....	19,839,276,119	69,819,830	0.35

¹ The figures shown are those taken from the annual reports of carriers and do not include property investment of some proprietary companies which do not render annual reports, notably the proprietary roads in the Baltimore & Ohio system. They also include some duplications in the Atchison, Topeka & Santa Fe system. If these facts were taken into account, the total shown for 1919, as compiled in a special statement, would be increased to approximately \$19,565,646,681. This excludes the investment of switching and terminal companies, amounting to \$502,135,624.

² It should be noted that in this table "Railway operating income" and not "Net railway operating income" is used.

³ These percentages differ somewhat from those shown on page 37 of this Commission's Thirty-first Annual Report, partly owing to adjustments made in the interest of comparability of the various years and partly owing to the fact that per mile of line figures are not used here.

⁴ Investment for 1910 originally published is increased by 170 millions, estimated reserve for accrued depreciation, to make totals comparable with those for other years.

* Includes \$47,067,926 deficit, representing operating expenses, taxes, etc., from the corporate reports of roads under Federal control.

* Includes \$56,908,053 deficit, representing operating expenses, taxes, etc., from the corporate reports of roads under Federal control.

TABLE V.—*Railway capital actually outstanding and net income, 1908–1920: Steam roads, excluding switching and terminal companies.*

Year ended—	Total railway capital.	Funded debt.	Stock.	Ratio of debt to capital.	Net income.	Ratio of net income to stock.
				<i>Per cent.</i>		<i>Per cent.</i>
June 30, 1908.....	\$16,198,731,489	\$8,897,992,216	\$7,300,739,273	54.9	\$443,986,915	6.08
1909.....	16,992,530,340	9,380,119,114	7,612,411,226	55.2	441,062,743	5.79
1910.....	17,774,426,871	9,763,696,861	8,010,730,010	54.9	583,191,124	7.28
1911.....	18,437,820,946	10,074,545,054	8,363,275,892	54.6	547,280,771	6.54
1912.....	18,989,345,476	10,436,898,200	8,552,447,276	55.0	453,125,324	5.30
1913.....	19,028,535,973	10,428,543,119	8,599,992,854	54.8	544,201,074	6.33
1914.....	19,401,083,881	10,746,808,639	8,654,215,242	55.4	395,631,642	4.57
1915.....	19,719,893,944	11,084,574,576	8,635,319,368	56.2	354,786,729	4.11
1916.....	19,681,193,092	10,938,086,453	8,743,106,639	55.6	671,398,243	7.68
Dec. 31, 1916.....	19,630,610,082	10,875,206,565	8,755,403,517	55.4	735,341,165	8.40
1917.....	19,764,941,991	10,761,145,441	9,003,796,550	54.5	658,224,696	7.31
1918.....	19,453,273,003	10,606,556,489	8,846,716,514	54.5	442,336,131	5.00
1919.....	19,539,283,350	10,656,158,685	8,883,124,665	54.5	496,609,104	5.59
1920.....	20,122,608,364	11,288,201,395	8,834,406,969	56.1	465,030,251	5.26

TABLE VI.—*Capital stock and dividends, 1908-1920: Steam roads, excluding switching and terminal companies.*

Year ended—	Proportion of stock paying dividends.	Amount of dividends.	Average rate on—	
			Dividend-paying stock.	All stock.
	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
June 30, 1908.....	65.69	\$390,695,351	8.07	5.30
1909.....	64.01	321,071,626	6.53	4.18
1910.....	66.71	405,771,416	7.50	5.00
1911.....	67.65	460,195,376	8.03	5.42
1912.....	64.73	400,315,313	7.17	4.64
1913.....	66.14	369,077,546	6.37	4.22
1914.....	64.39	451,653,346	7.97	5.13
1915.....	60.45	328,477,938	6.29	3.80
1916.....	60.38	342,109,396	6.43	3.91
Dec. 31, 1916.....	62.02	366,561,494	6.75	4.19
1917.....	63.32	381,651,548	6.81	4.24
1918.....	58.09	339,185,658	6.60	3.83
1919.....	59.64	335,241,935	6.33	3.77
1920.....	57.24	328,989,492	6.51	3.72

TABLE VII.—*Carload, trainload, and density of traffic, 1908-1920.*

Year ended—	Tons per loaded freight car.	Tons per freight train.	Passen- gers per car.	Passen- gers per train.	Ton-miles per mile of road.	Passen- ger-miles per mile of road.
June 30, 1908 ¹	19.62	352	16	54	974,654	130,073
1909 ¹	19.26	363	15	54	953,986	127,299
1910 ¹	19.84	380	16	56	1,071,086	138,169
1911 ¹	19.74	383	16	55	1,053,566	139,191
1912 ¹	20.18	407	15	53	1,078,580	136,699
1913 ²	21.11	445	15	55	1,245,158	143,067
1914 ²	21.09	452	15	56	1,176,923	144,278
1915 ²	21.15	474	15	53	1,121,059	131,165
1916 ²	22.40	535	15	55	1,380,349	137,818
Dec. 31, 1916 ²	22.83	550	15	56	1,470,274	141,305
1916 ³	22.84	560	16	57	1,569,084	149,795
1917 ³	24.77	597	17	65	1,698,825	170,088
1918 ³	26.99	628	20	76	1,738,305	183,066
1919 ³	25.46	631	21	82	1,558,031	198,345
1920 ³	26.72	647	20	80	1,748,451	199,638

¹ Class I, Class II, and Class III roads.² Class I and Class II roads.³ Class I roads only.TABLE VIII.—*Operating revenues and operating expenses, 1908-1920.*

Year ended—	Railway operating revenues.	Railway operating expenses.	Ratio to revenues.		
			Mainte- nance of way and structures.	Mainte- nance of equip- ment.	Total operating expenses.
			<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
June 30, 1908 ¹	\$2,440,638,832	\$1,710,401,791	13.50	15.09	70.08
1909 ¹	2,473,205,301	1,650,034,204	12.47	14.71	66.72
1910 ¹	2,812,141,575	1,881,879,118	13.10	14.69	66.92
1911 ¹	2,852,854,721	1,976,331,864	12.83	15.02	69.28
1912 ¹	2,906,415,869	2,035,057,529	12.64	15.50	70.02
1913 ¹	3,208,647,370	2,249,277,937	13.25	16.00	70.10
1914 ¹	3,126,520,234	2,279,408,486	13.55	17.09	72.91
1915 ¹	2,956,193,202	2,088,682,956	12.91	17.25	70.65
1916 ¹	3,472,641,941	2,277,202,278	12.14	16.42	65.58
Dec. 31, 1916 ¹	3,691,065,217	2,426,250,521	11.90	16.50	65.73
1917 ¹	4,115,413,057	2,906,283,165	11.03	17.11	70.62
1917 ²	4,014,142,748	2,829,325,124	11.01	17.08	70.48
1918 ²	³ 4,880,202,255	⁴ 3,971,870,043	13.31	22.55	81.39
1919 ²	³ 5,144,466,361	⁴ 4,378,285,227	15.00	23.79	85.11
1920 ²	6,178,192,428	5,833,731,629	16.71	25.78	94.42

¹ Roads of Classes I, II, and III.² Class I roads only.³ Excludes revenues of companies whose properties were under Federal control.⁴ Excludes expenses of companies whose properties were under Federal control.

TABLE IX.—*Number and compensation of employees.*

Year ended—	Average number of employees during year.	Compensation paid to employees.		
		Total.	Ratio to revenues.	Ratio to expenses.
			<i>Per cent.</i>	<i>Per cent.</i>
June 30, 1908 ¹		\$1, 035, 437, 528	42.42	60.54
1909 ¹		988, 323, 694	39.96	59.90
1910 ¹		1, 143, 725, 306	40.67	60.78
1911 ¹		1, 208, 466, 470	42.36	61.15
1912 ¹		1, 252, 347, 697	43.09	61.54
1913 ¹		1, 381, 334, 368	43.05	61.41
1914 ¹		1, 381, 117, 292	44.17	60.59
1915 ¹		1, 242, 319, 254	42.02	59.48
1916 ¹		1, 403, 998, 437	40.43	61.65
Dec. 31, 1916 ¹		1, 506, 960, 995	40.83	62.11
1917 ¹		1, 783, 214, 071	43.33	61.36
1917 ²	1, 732, 876	1, 739, 482, 142	43.33	61.48
1918 ²	³ 1, 837, 663	³ 2, 606, 284, 245	53.40	65.62
1919 ²	³ 1, 908, 169	³ 2, 828, 014, 440	54.97	64.59
1920 ²	2, 012, 706	3, 662, 543, 672	59.28	62.78

¹ Roads of Classes I, II, and III.² Class I roads only.³ Data for 1918 and 1919 do not cover employees of corporate organizations whose properties were under Federal control.TABLE X.—*Average receipt per ton, per ton-mile, per passenger, and per passenger-mile, 1908–1920.*

Year ended—	Average amount received for each ton originated. ¹	Average receipts per ton per mile. ²	Average receipts per passenger. ²	Average receipts per passenger-mile. ²
		<i>Cents.</i>		<i>Cents.</i>
June 30, 1908.....	\$1.903	0.754	\$0.634	1.937
1909.....	1.903	.763	.631	1.923
1910.....	1.876	.753	.646	1.938
1911.....	1.920	.757	.658	1.974
1912.....	1.909	.744	.657	1.987
1913.....	1.869	.729	.672	2.008
1914.....	1.881	.733	.664	1.982
1915.....	1.991	.732	.659	1.985
1916.....	1.955	.716	.682	2.006
Dec. 31, 1916.....	1.997	.715	.692	2.046
1916—Class I roads only.....		.707	.702	2.042
1917.....	2.096	.715	.773	2.090
1918.....	2.558	.849	.950	2.414
1919.....	3.047	.973	1.000	2.540
1920.....	3.241	1.052	1.042	2.747

¹ Roads of Classes I, II, and III.² Roads of Classes I, II, and III for years 1908 to 1912, inclusive; Classes I and II for years 1913 to Dec. 31, 1916. The figures for 1917, 1918, 1919, and 1920 are for Class I roads. To show the effect of the latter change in compilation, the figures for the last three columns are given in two ways for the calendar year 1916.

TABLE XI.—*Rails, ties, and fuel consumption, Class I steam roads, not including switching and terminal companies.*

Year ended ¹ —	Coal consumed by locomotives.		Fuel oil.	Total fuel. ²	Rail applied in replacement and betterment.	Ties laid in previously constructed tracks.	
	Bituminous.	Anthracite.				Cross ties.	Switching and bridge ties.
	<i>Net tons.</i>	<i>Net tons.</i>	<i>Gallons.</i>	<i>Net tons.</i>	<i>Tons.</i>	<i>Number.</i>	<i>Fet.</i>
Dec. 31, 1917...	133,421,457	5,293,301	1,804,889,338	150,230,647	2,046,575	79,070,201	208,526,311
1918...	134,214,480	3,615,697	1,638,956,953	148,122,435	1,883,393	76,139,310	222,927,474
1919...	119,692,067	2,981,959	1,586,061,174	132,620,935	2,335,300	80,903,216	248,440,195
1920...	(³)	(³)	(³)	151,364,288	2,503,388	86,825,755	246,076,882

¹ Data not compiled prior to 1917.² In the statement of consumption of fuel by locomotives, 1 cord of hardwood is considered as equivalent to two-thirds of a ton of fuel; and 1 cord of softwood as equivalent to one-half ton of fuel. The ratio used in reducing fuel oil to tons of fuel is left to the experience of each road. Figures include data for cordwood; also a small amount of miscellaneous fuel.³ Data not available at this date.

B. SUMMARY OF STATISTICS FROM PERIODICAL REPORTS OF CARRIERS TO THE COMMISSION.

TABLE A.—*Railway operating revenues, railway operating expenses, and net railway operating income of steam roads in the United States, 1917–1921, and test period by months, Class I steam roads, including switching and terminal companies.*

Item.	1921	1920	1919	1918	1917	Test period average (3 years ended June 30, 1917).
Miles of road operated.	235,881.09	234,571.20	232,561.23	233,103.64	231,831.31	

RAILWAY OPERATING REVENUES.

January.....	\$470,148,124 ¹	\$500,839,203	\$397,231,510	\$285,359,343	\$300,843,745	\$258,632,671
February.....	405,784,852	424,591,296	352,385,229	290,021,416	265,362,397	244,414,639
March.....	459,262,510	460,187,437	377,383,701	366,369,962	317,149,867	279,610,587
April.....	433,357,199	402,281,913	389,487,271	371,640,412	319,328,491	277,422,295
May.....	444,875,089	457,559,065	413,945,449	378,961,675	345,904,283	294,963,913
June.....	461,562,317	494,713,929	426,089,950	395,200,856	349,669,869	299,728,098
July.....	462,849,446	529,149,754	455,280,142	470,385,534	348,394,394	272,802,601
August.....	535,508,274	555,522,389	471,714,375	504,713,093	366,223,601	289,109,878
September.....		616,200,796	498,611,917	488,135,960	358,798,497	294,013,270
October.....		642,135,312	509,760,115	489,332,259	382,544,311	302,998,272
November.....		592,130,728	438,105,217	439,770,981	357,273,626	285,198,843
December.....		550,582,381	453,386,816	440,100,165	337,099,056	275,165,625
Twelve months....		\$6,225,402,762	\$5,184,064,221	\$4,913,319,604	\$4,050,463,579	\$3,374,060,692

¹ Includes approximately \$50,000,000. back railway mail pay.² Includes certain corrections not appearing in monthly figures.

TABLE A.—Railway operating revenues, railway operating expenses, and net railway operating income of steam roads in the United States, 1917–1921, and test period by months, Class I steam roads, including switching and terminal companies—Continued.

RAILWAY OPERATING EXPENSES.

Item.	1921	1920	1919	1918	1917	Test period average (3 years ended June 30, 1917).
January.....	\$443,700,662	\$416,418,194	\$361,144,665	\$271,521,592	\$215,496,356	\$187,614,922
February.....	385,479,607	416,458,368	325,147,641	261,344,313	207,795,297	182,392,343
March.....	400,429,308	420,450,441	347,877,435	284,211,122	229,023,449	196,036,757
April.....	375,698,986	400,419,462	344,770,607	281,562,580	227,626,666	194,441,100
May.....	380,041,234	437,829,758	355,691,811	286,578,422	238,686,946	201,185,014
June.....	380,927,429	³ 480,500,292	356,407,447	435,385,174	235,581,846	199,622,827
July.....	362,841,183	⁴ 514,254,089	358,891,812	318,153,814	237,809,378	182,024,800
August.....	382,279,070	⁵ 682,315,188	359,149,584	360,462,142	246,918,741	186,014,943
September.....		⁶ 511,482,960	399,904,137	370,604,890	244,316,681	186,355,885
October.....		526,578,888	405,879,309	383,372,566	260,057,219	192,196,541
November.....		510,501,352	389,890,950	363,819,093	261,739,178	185,931,450
December.....		503,206,889	414,514,029	395,034,562	251,302,146	186,836,851
Twelve months.....		² 5,826,197,474	² 4,419,441,949	² 4,006,894,762	² 2,858,212,210	2,280,653,433

NET RAILWAY OPERATING INCOME.

January.....	¹ \$958,399	¹ \$59,639,698	\$18,442,102	⁷ \$4,097,117	\$67,239,526	\$55,516,764
February.....	⁷ 7,378,307	⁷ 16,851,801	9,788,655	11,877,297	41,691,864	46,581,581
March.....	30,695,192	14,772,906	10,661,152	62,756,806	70,499,080	67,878,365
April.....	29,248,874	² 23,743,666	26,002,383	71,407,370	74,441,544	67,242,939
May.....	37,080,654	⁷ 5,429,769	39,340,216	73,334,485	92,567,508	77,916,289
June.....	51,641,014	⁷ 15,240,366	52,138,463	⁸ 61,274,025	95,119,174	83,607,449
July.....	69,298,521	⁷ 12,053,290	77,229,492	138,523,719	92,599,620	75,761,316
August.....	90,241,103	⁷ 158,582,570	92,508,715	128,155,848	101,386,055	87,792,172
September.....		75,310,311	77,648,722	99,038,750	94,982,497	92,233,577
October.....		86,455,487	76,294,127	87,106,126	102,700,478	95,234,353
November.....		54,343,793	22,025,807	57,123,335	76,764,748	83,818,013
December.....		10,225,583	13,704,977	28,237,190	64,561,378	72,941,674
Twelve months.....		² 62,264,421	² 516,290,090	² 690,418,778	² 974,778,937	906,524,492

¹ Includes approximately \$50,000,000, back railway mail pay.

² Includes certain corrections not appearing in monthly figures.

³ Includes approximately \$25,000,000, back pay under decision No. 2 of the United States Railroad Labor Board.

⁴ Includes approximately \$39,000,000, back pay under decision No. 2 of the United States Railroad Labor Board.

⁵ Includes approximately \$79,000,000, back pay under decision No. 2 of the United States Railroad Labor Board.

⁶ Includes approximately \$3,000,000, back pay under decision No. 2 of the United States Railroad Labor Board.

⁷ Loss.

⁸ Loss. The net operating income for June, 1918, would have been approximately \$70,000,000 without deductions for back pay representing wage increases after Dec. 31, 1917.

NOTE.—The miles of road covered by Class I roads change somewhat each year, and there are also corrections in the various returns. The figures above given are in each case the latest available. During the test period, equipment and joint facility rents were not distinguished in the monthly returns but have been apportioned to each month by taking one-twelfth of the annual figures.

TABLE B.—Ratio of expenses to revenues, Class I steam roads, not including switching and terminal companies, 1911–1921, by districts.

Year ended—	United States.	Eastern district.	Southern district.	Western district.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
June 30, 1911.....	68.50	70.35	68.40	66.56
1912.....	69.19	70.27	71.06	67.29
1913.....	69.33	71.34	71.82	66.23
1914.....	72.05	75.71	72.58	67.90
1915.....	70.35	72.42	73.09	67.09
1916.....	65.33	66.65	66.38	63.43
Dec. 31, 1916.....	65.50	67.96	65.15	62.87
1917.....	70.44	74.93	68.04	66.38
1918.....	81.35	85.60	77.65	77.91
1919.....	85.06	88.31	86.99	80.69
1920.....	94.42	99.44	93.61	89.14
Seven months 1921 ¹	86.90	88.42	89.92	84.72

¹ Including switching and terminal companies.

TABLE C.—*Analysis of operating revenues and expenses, Class I steam roads, including switching and terminal companies, 1919–1921.*

Item.	Eight months, January to August, inclusive.		Calendar year 1920.	Calendar year 1919.
	1921	1920		
Operating revenues:				
Freight.....	\$2,537,466,013	\$2,583,585,913	\$4,325,078,866	\$3,556,918,712
Passenger.....	793,021,501	822,170,839	1,288,808,159	1,180,010,266
Mail.....	63,850,810	117,709,025	150,404,467	57,456,159
Express.....	60,098,598	104,126,724	143,501,613	127,708,607
All other.....	189,851,961	197,455,699	317,609,657	261,970,477
Total.....	3,644,288,883	3,825,048,200	6,225,402,762	5,184,064,221
Per cent of total:				
Freight.....	69.6	67.5	69.5	68.6
Passenger.....	21.8	21.5	20.7	22.8
Mail.....	1.8	3.1	2.4	1.1
Express.....	1.6	2.7	2.3	2.5
All other.....	5.2	5.2	5.1	5.0
Operating expenses:				
Maintenance of way and structures.....	\$507,837,688	\$693,788,085	\$1,033,548,881	\$778,340,219
Maintenance of equipment.....	842,834,226	1,030,442,877	1,584,405,718	1,232,960,112
Traffic.....	56,729,579	46,193,422	73,659,951	47,534,691
Transportation.....	1,558,622,754	1,849,695,539	2,907,187,529	2,192,770,837
General.....	114,325,615	112,692,757	170,892,533	125,422,140
All other.....	29,640,878	37,636,705	56,502,862	42,413,950
Total.....	3,109,990,740	3,770,449,385	5,826,197,474	4,419,441,949
Per cent of total:				
Maintenance of way and structures.....	16.3	18.4	17.8	17.6
Maintenance of equipment.....	27.1	27.3	27.2	27.9
Traffic.....	1.8	1.2	1.2	1.1
Transportation.....	50.1	49.1	49.9	49.6
General.....	3.7	3.0	2.9	2.8
All other.....	1.0	1.0	1.0	1.0
Railway tax accruals.....	\$183,205,302	\$182,407,235	\$281,380,620	\$198,806,615
Uncollectible railway revenue.....	809,648	755,532	1,226,574	917,221
Equipment rents—Debit.....	35,058,763	20,373,800	34,712,122	32,717,162
Joint facility rents—Debit.....	10,903,677	12,187,804	19,621,551	15,891,184
Net railway operating income.....	304,320,753	161,125,556	62,264,421	516,290,090

¹ Includes approximately \$50,000,000, back railway mail pay.

TABLE D.—*Ton-miles of freight (revenue and nonrevenue) by months, 1918–1921, Class I steam roads.*

Month.	1921	1920	1919	1918
	Millions.	Millions.	Millions.	Millions.
January.....	29,817	34,964	30,356	27,620
February.....	24,915	32,958	25,629	29,678
March.....	26,881	37,865	128,813	37,706
April.....	25,582	28,592	128,593	37,993
May.....	28,221	37,892	132,276	37,507
June.....	28,144	38,246	131,881	37,668
July.....	28,414	140,232	134,916	39,347
August.....		142,656	136,416	40,776
September.....		140,651	138,678	39,579
October.....		142,252	140,361	39,842
November.....		137,194	132,497	35,564
December.....		134,483	133,353	33,639
Twelve months.....		² 445,975	² 393,684	² 437,019

¹ Excluding mixed trains.

² Includes certain corrections not appearing in monthly figures.

TABLE E.—*Selected operating averages in freight and passenger service of Class 1 steam roads in the United States, 1919-1921.*

Item.	Seven months, Jan.-July.		Calendar year 1920.	Calendar year 1919.
	1921	1920		
Average miles of road included.....	233, 171	232, 454	230, 927	229, 956
Net ton-miles per mile of road per day.....	3, 883	5, 072	5, 310	4, 723
Per cent of locomotives unserviceable.....	23.6	25.0	23.9	21.3
Per cent of cars unserviceable.....	12.2	6.8	7.0	7.1
Per cent loaded of total car-miles.....	62.2	70.2	67.9	68.5
Per cent eastbound or northbound of loaded car-miles.....	59.6	58.0	58.9	58.7
Car-miles per car day.....	21.5	23.5	24.9	23.0
Net ton-miles per car day.....	375	473	497	441
Net tons per loaded car.....	27.9	28.6	29.4	28.0
Cars per train.....	38.0	35.8	37.5	38.4
Gross tons per train (excluding locomotive and tender).....	1, 415	1, 417	1, 480	1, 486
Net tons per train.....	643	700	728	718
Train speed (miles per hour).....	11.5	10.4	10.3	10.7
Pounds of coal per 1,000 gross ton-miles (in- cluding locomotive and tender).....	165	.....	193.6	185.7
Average cost of coal per ton (including freight).....	\$4.37	\$3.79	\$4.20	\$3.32
Revenue per ton-miles.....	\$0.01275	\$0.00970	\$0.01052	\$0.00973
Average haul:				
Per railroad.....	187.39	186.56	183.47	178.97
United States as a system.....	.....	.....	326.57	332.52
Number of freight train-miles.....	293, 568, 000	358, 990, 000	612, 728, 000	548, 074, 000
Cost per freight train-miles:				
Locomotive repairs.....	\$0.468	\$0.475	\$0.514	\$0.432
Enginehouse expenses.....	.122	.112	.122	.105
Enginemen.....	.258	.273	.298	.232
Trainmen.....	.308	.313	.347	.268
Fuel.....	.623	.577	.638	.496
Other locomotive and train supplies.....	.125	.117	.127	.116
Total of preceding accounts.....	1.904	1.867	2.046	1.649
Number of passenger train-miles.....	317, 880, 000	319, 341, 000	549, 459, 235	523, 841, 915
Number of passenger train car-miles.....	2, 010, 079, 000	2, 035, 870, 000	3, 533, 680, 309	3, 364, 804, 521
Passenger train cars per train.....	6.3	6.4	6.4	6.4

TABLE F.—*Operating results of the Pullman service, January-July, 1921, compared with same period in 1920.*

Item.	Month of July.		Period—January to July, inclusive.	
	1921	1920	1921	1920
Sleeping car operations:				
Total revenues.....	\$5, 617, 253	\$6, 639, 747	\$38, 295, 918	\$43, 306, 016
Total expenses.....	3, 862, 533	4, 551, 897	37, 349, 148	32, 358, 636
Net revenue.....	1, 754, 720	2, 087, 850	946, 770	10, 947, 380
Auxiliary operations:				
Net revenue.....	11, 967	24, 970	41, 628	45, 827
Total net revenue.....	1, 766, 687	2, 112, 820	988, 398	10, 993, 207
Taxes accrued.....	272, 155	272, 813	1, 909, 910	1, 372, 718
Operating income or loss.....	1, 494, 532	1, 840, 007	1 921, 512	9, 620, 489
Statistics of car operations:				
Number of revenue passengers—				
Berth.....	1, 800, 847	2, 472, 319	11, 376, 051	14, 877, 678
Seat.....	1, 102, 928	1, 420, 195	6, 897, 154	8, 401, 847
Total.....	2, 903, 775	3, 892, 896	18, 273, 205	23, 279, 525
Number of nonrevenue passengers.....	50, 920	43, 147	328, 433	335, 667
Revenue passengers per car per day.....	13.20	20.92	12.86	17.09
Revenue per berth passenger.....	\$3.09	\$3.07	\$3.18	\$2.82
Revenue per seat passenger.....	\$0.74	\$0.71	\$0.75	\$0.68
Car-miles per car day.....	323.77	391.04	325.23	334.91

1 Loss.

TABLE G.—*Employees and compensation, Class I steam roads, including switching and terminal companies.*

Class of employees.	Average number in service.		Average compensation per day or hour. ¹	
	Second quarter 1921.	Second quarter 1920.	Second quarter 1921.	Second quarter 1920. ²
General officers, \$3,000 per annum and upward.....	7,677	6,774	\$19.330	\$18.987
General officers, below \$3,000 per annum.....	1,286	2,022	6.370	6.734
Division officers, \$3,000 per annum and upward.....	8,756	6,499	\$11.369	\$10.771
Division officers, below \$3,000 per annum.....	3,593	7,113	\$7.324	\$7.005
Clerks, \$900 per annum and upward.....	207,326	234,768	.707	.573
Clerks, below \$900 per annum.....	1,361	3,716	.311	.325
Messengers and attendants.....	9,801	11,219	\$3.302	\$2.750
Assistant engineers and draftsmen.....	8,333	10,335	\$7.363	\$5.980
Maintenance of way and structures foremen.....	6,180	8,436	\$7.162	\$6.130
Section foremen.....	39,913	42,189	\$5.246	\$4.537
General foremen, maintenance of equipment department.	1,783	1,876	\$9.968	\$8.556
Gang and other foremen, maintenance of equipment department.....	20,614	25,573	\$8.410	\$7.167
Machinists.....	45,683	63,944	.883	.764
Boiler makers.....	17,839	20,396	.893	.776
Blacksmiths.....	7,151	10,951	.874	.761
Masons and bricklayers.....	556	1,133	.734	.627
Structural ironworkers.....	613	636	.801	.711
Carpenters.....	32,761	52,009	.758	.643
Painters and upholsterers.....	6,779	13,632	.813	.682
Electricians.....	12,446	14,706	\$7.072	\$6.068
Air-brake men.....	5,754	7,977	.845	.724
Car inspectors.....	21,407	26,769	.847	.722
Car repairers.....	52,463	87,944	.819	.704
Other skilled laborers.....	42,278	60,279	.829	.712
Mechanics' helpers and apprentices.....	91,730	129,290	.628	.511
Section men.....	209,155	292,343	.451	.401
Other unskilled laborers.....	81,485	117,733	.520	.450
Foremen of construction gangs and work trains.....	928	1,761	.734	.622
Other men in construction gangs and work trains.....	11,316	24,191	.477	.430
Traveling agents and solicitors.....	4,615	3,556	\$8.206	\$7.224
Employees in outside agencies.....	1,305	1,185	\$7.385	\$6.047
Other traffic employees.....	381	402	\$7.933	\$7.235
Train dispatchers and directors.....	5,422	6,041	1.182	1.031
Telegraphers, telephoners, and block operators.....	18,852	22,005	.675	.579
Telegraphers and telephoners operating interlockers.....	8,129	8,246	.680	.585
Levermen (nontelegraphers).....	3,583	3,916	.633	.543
Telegrapher-clerks.....	11,238	12,314	.663	.564
Agent-telegraphers.....	19,617	19,634	.683	.586
Station agents (nontelegraphers).....	13,409	13,923	\$5.929	\$5.198
Station masters and assistants.....	564	636	\$6.903	\$5.783
Station service employees.....	92,419	121,282	.546	.464
Yardmasters.....	3,803	4,279	\$9.646	\$8.317
Yardmaster's assistants.....	2,766	3,466	\$8.817	\$7.400
Yard engineers and motormen.....	16,763	21,684	.925	.777
Yard foremen and helpers.....	17,028	21,758	.728	.575
Yard conductors (or foremen).....	16,415	19,247	.881	.706
Yard brakemen (switchmen or helpers).....	40,966	46,862	.822	.666
Yard switch tenders.....	5,646	5,597	.638	.530
Other yard employees.....	3,973	4,982	.551	.445
Hostlers.....	10,096	12,050	.729	.581
Enginehouse men.....	58,733	72,964	.536	.452
Road freight engineers and motormen.....	26,601	32,131	1.158	1.017
Road freight firemen and helpers.....	28,286	33,845	.880	.743
Road freight conductors.....	21,402	26,180	.973	.830
Road freight brakemen and flagmen.....	53,529	64,229	.781	.641
Road passenger engineers and motormen.....	12,762	12,942	1.362	1.193
Road passenger firemen and helpers.....	12,578	12,578	1.051	.881
Road passenger conductors.....	10,513	10,747	1.143	.975
Road passenger baggage men.....	5,729	5,574	.861	.689
Road passenger brakemen and flagmen.....	15,405	15,665	.839	.672
Other road train employees.....	3,280	3,611	.651	.562
Crossing flagmen and gatemen.....	23,132	23,156	\$3.245	\$2.683
Drawbridge operators.....	1,506	1,691	\$4.076	\$3.424
Floating equipment employees.....	9,788	9,430	.577	.548
Express service employees.....				
Police men and watchmen.....	11,473	13,809	\$4.983	\$4.361
Other transportation employees.....	3,996	5,147	\$4.646	\$4.179
All other employees.....	18,413	21,782	\$3.714	\$3.332
Total.....	1,568,143	2,004,760		

¹ Beginning with July, 1921, wage rates were reduced an average of 12 per cent.² Excludes back pay for May and June resulting from retroactive wage increase in July, 1920.³ Represents average computed on a daily basis.

TABLE H.—*Tonnage of commodities originating on Class I steam roads, 1920-1921.*

Commodity.	January-June, 1921.		January-June, 1920.		Calendar year, 1920.	
	Number of tons (2,000 lbs.)	Per cent of total.	Number of tons (2,000 lbs.)	Per cent of total.	Number of tons (2,000 lbs.)	Per cent of total.
PRODUCTS OF AGRICULTURE.						
Wheat.....	10,357,004	2.35	8,144,816	1.42	23,138,162	1.84
Corn.....	8,979,993	2.03	7,246,862	1.26	12,707,962	1.01
Oats.....	3,538,427	.80	4,035,528	.70	8,622,648	.69
Other grain.....	2,063,458	.47	2,723,669	.47	5,670,483	.45
Flour and meal.....	4,728,976	1.07	5,762,351	1.00	10,978,595	.87
Other mill products.....	3,670,712	.83	4,796,036	.83	8,886,985	.71
Hay, straw, and alfalfa.....	2,778,529	.63	4,621,633	.80	7,952,523	.63
Tobacco.....	508,105	.11	587,720	.10	1,082,768	.09
Cotton.....	1,369,916	.31	1,599,962	.28	3,385,165	.28
Cotton seed and products, except oil.....	1,993,950	.45	2,092,887	.37	4,572,263	.36
Citrus fruits.....	931,348	.21	877,370	.15	1,424,509	.11
Other fresh fruits.....	1,318,081	.30	1,071,508	.19	5,251,415	.42
Potatoes.....	1,847,651	.42	1,624,722	.28	4,116,582	.33
Other fresh vegetables.....	972,114	.22	1,766,598	.17	2,213,680	.18
Dried fruits and vegetables.....	387,021	.09	482,804	.09	1,165,694	.09
Other products of agriculture.....	1,963,669	.45	2,098,523	.36	9,712,251	.77
Total.....	47,408,354	10.74	48,742,989	8.47	110,881,685	8.83
ANIMALS AND PRODUCTS.						
Horses and mules.....	232,670	.05	607,732	.11	928,547	.07
Cattle and calves.....	3,792,649	.86	4,443,946	.77	9,807,071	.78
Sheep and goats.....	505,824	.11	1,574,752	.10	1,343,738	.11
Hogs.....	2,966,334	.67	3,030,056	.53	5,417,352	.43
Fresh meats.....	1,286,610	.29	1,407,133	.24	2,764,178	.22
Other packing-house products.....	999,531	.23	1,119,021	.19	2,198,049	.17
Poultry.....	99,726	.02	107,190	.02	265,215	.02
Eggs.....	360,634	.08	331,546	.06	534,716	.04
Butter and cheese.....	192,592	.05	182,004	.03	425,137	.03
Wool.....	180,075	.04	155,790	.03	279,989	.02
Hides and leather.....	433,991	.10	597,865	.10	1,044,348	.08
Other animals and products.....	625,501	.14	776,325	.14	1,537,504	.15
Total.....	11,676,137	2.64	13,333,360	2.32	26,545,844	2.12
PRODUCTS OF MINES.						
Anthracite coal.....	40,591,953	9.19	36,605,590	6.36	76,978,387	6.13
Bituminous coal.....	138,932,229	31.47	173,775,664	30.19	384,867,625	30.64
Coke.....	5,498,312	1.25	13,107,530	2.28	26,884,039	2.14
Iron ore.....	10,420,838	2.36	27,398,396	4.76	85,490,792	6.81
Other ores and concentrates.....	2,853,957	.65	11,574,547	2.01	21,701,760	1.73
Base bullion and matte.....	185,813	.04	339,381	.06	616,031	.05
Clay, gravel, sand, and stone.....	36,136,730	8.18	41,733,457	7.25	98,513,534	7.85
Crude petroleum.....	2,311,223	.52	3,130,619	.54	6,401,572	.51
Asphaltum.....	474,615	.11	586,729	.10	1,425,975	.11
Salt.....	1,101,920	.25	1,558,198	.27	3,246,471	.26
Other products of mines.....	1,474,286	.33	3,141,108	.54	6,389,762	.51
Total.....	239,981,876	54.35	312,951,219	54.36	712,512,968	56.74
PRODUCTS OF FORESTS.						
Logs, posts, poles, and cord wood.....	15,082,206	3.42	20,264,140	3.52	39,113,653	3.11
Ties.....	3,151,747	.71	1,937,506	.34	5,509,923	.44
Pulp wood.....	4,378,607	.99	2,742,299	.48	5,124,139	.41
Lumber, timber, box shooks, staves, and headings.....	16,747,557	3.79	25,490,552	4.43	48,743,179	3.88
Other products of forests.....	1,020,860	.23	1,583,434	.27	3,122,315	.25
Total.....	40,380,977	9.14	52,023,991	9.04	101,613,209	8.09
MANUFACTURES AND MISCELLANEOUS.						
Refined petroleum and its products.....	12,777,495	2.89	13,597,382	2.36	29,621,187	2.36
Vegetable oils.....	575,167	.13	492,060	.09	937,858	.07
Sugar, sirup, glucose, and molasses.....	2,142,120	.49	2,907,605	.50	5,697,445	.45
Boats and vessel supplies.....	37,470	.01	75,883	.01	147,320	.01
Iron, pig, and bloom.....	2,859,426	.65	8,278,435	1.44	16,455,676	1.31
Rails and fastenings.....	1,550,241	.35	1,390,530	.24	3,051,929	.24

TABLE H.—*Tonnage of commodities originating on Class I steam roads, 1920-1921—Continued.*

Commodity.	January-June, 1921.		January-June, 1920.		Calendar year, 1920.	
	Number of tons (2,000 lbs.)	Percent of total.	Number of tons (2,000 lbs.)	Percent of total.	Number of tons (2,000 lbs.)	Percent of total.
Bar and sheet iron, structural iron, and iron pipe.....	7,149,497	1.62	12,736,212	2.21	27,390,321	2.18
Other metals, pig, bar, and sheet.	1,249,694	.28	2,537,730	.44	5,211,156	.42
Castings, machinery, and boilers.	2,285,293	.52	4,728,444	.82	9,356,527	.75
Cement.....	6,187,925	1.40	6,084,323	1.06	15,133,746	1.21
Brick and artificial stone.....	4,703,745	1.06	7,507,778	1.30	15,242,827	1.21
Lime and plaster.....	1,604,323	.36	2,045,308	.36	4,347,389	.35
Sewer pipe and drain tile.....	825,845	.19	1,041,912	.18	2,166,877	.17
Agricultural implements and vehicles other than automobiles.....	1,057,677	.24	1,797,568	.31	3,326,654	.26
Automobiles and autotrucks.....	1,325,010	.30	1,817,034	.32	3,413,768	.27
Household goods and secondhand furniture.....	522,033	.12	1,105,485	.19	1,850,590	.15
Furniture (new).....	210,058	.05	411,536	.07	743,232	.06
Beverages.....	376,563	.09	580,433	.10	1,238,125	.10
Ice.....	2,758,105	.62	2,072,385	.36	5,708,434	.46
Fertilizers (all kinds).....	3,942,959	.89	6,600,104	1.15	9,153,427	.73
Paper, printed matter, and books.	1,092,408	.25	1,591,024	.28	3,141,377	.25
Chemicals and explosives.....	2,597,344	.59	3,998,413	.70	8,317,831	.66
Textiles.....	295,983	.07	430,653	.07	793,726	.06
Canned goods (all canned food products).....	982,841	.22	1,344,606	.23	3,080,591	.25
Other manufactures and miscellaneous.....	22,512,082	5.10	36,307,753	6.31	75,608,931	6.02
Total.....	81,621,304	18.49	121,483,569	21.10	251,166,994	20.00
Grand Total, Carload Traffic	421,068,648	95.36	548,535,128	95.29	1,262,720,700	95.78
Merchandise—All L. C. L. Freight	20,474,595	4.64	27,135,443	4.71	52,984,273	4.22
Grand Total, Carload and L. C. L. Traffic.....	441,543,243	100.00	575,670,571	100.00	1,255,704,973	100.00

TABLE I.—*Summary of casualties to persons on steam roads in the United States for the years ending Dec. 31, 1920, 1919, 1918, and 1917.*

Class of person.	Number of persons.							
	1920		1919		1918		1917	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Trespassers.....	2,166	2,368	2,553	2,658	3,255	2,805	4,243	3,829
2. Employees:								
Trainmen on duty.....	1,265	42,840	984	32,844	1,606	42,944	1,492	47,887
Other employees.....	933	439	775	3,757	1,322	4,612	1,289	4,893
Total employees.....	2,198	47,234	1,759	36,601	2,928	47,556	2,781	52,780
3. Passengers.....	229	7,591	273	7,456	471	7,316	301	7,582
4. Persons carried under contract.....	35	865	28	691	48	766	42	792
5. Other nontravellers.....	1,867	5,728	1,882	5,195	1,995	5,701	2,200	5,987
Total classes 1 to 5.....	6,495	63,786	6,495	52,601	8,697	64,144	9,567	70,970
6. Casualties in nontrain accidents.....	463	104,522	493	96,452	589	110,431	520	123,835

APPENDIX D.

POINTS DECIDED BY THE COMMISSION IN REPORTED
CASES, WITH INDEX OF POINTS DECIDED
AND TABLE OF CASES.

POINTS DECIDED IN REPORTED CASES.

Mercantile Lumber Co. v. I. C. R. R. Co., 59 I. C. C., 128.

1. The finding of undue prejudice in the previous report herein, 53 I. C. C., 663, extended to include country mills located on certain short lines connecting with the Illinois Central Railroad south of Brookhaven, Miss.

2. Complainants having failed to prove damage, reparation is denied.

Parsons v. C., B. & Q. R. R. Co., 59 I. C. C., 130.

3. Upon further hearing, reparation awarded with respect to certain portions of passengers fares collected for the return of caretakers who accompanied carload shipments of live poultry from King City, Mo., to New York, N. Y. Original report 49 I. C. C., 96.

Pacific Coast Shippers' Asso. v. Director General, 59 I. C. C., 133.

4. Minimum weight applicable on shipments of shingles, in carloads, from the head of the lakes, Duluth, Minn., and Superior, Wis., to eastern destinations, during the period May 4 to August 21, 1916, found unreasonable. Further hearing on question of reparation directed.

The 85 Mining Co. v. A. & N. M. Ry. Co., 59 I. C. C., 136.

5. Rate of 55 cents per 100 pounds on tank-car loads of fuel oil from Shale and Kerto, Calif., to "85 Mine," N. Mex., found unreasonable to the extent that it exceeded 49 cents. Reparation awarded.

Booth & Bro. v. S. Ry. Co., 59 I. C. C., 139.

6. Carload of lumber from Clayton, N. C., to West Eighth Street Station, Bayonne, N. J., found to have been misrouted. Reparation awarded.

Coakley v. Director General, 59 I. C. C., 141.

7. Rates charged on anthracite coal, in carloads, from the Carbondale district in Pennsylvania to South Utica, N. Y., for delivery on the West Shore Railroad, found to have been and to be unreasonable and unduly prejudicial to the extent that they exceeded and exceeded the rates contemporaneously in effect to Utica, N. Y. Reparation awarded and reasonable and nonprejudicial rates prescribed for the future.

National Fuel Co. v. Director General, 59 I. C. C., 146.

8. Charges for transportation of water in tank-car loads from Monson, Colo., to the Rapson mine, near Rugby, Colo., and from Trinidad, Colo., to Suffield, Colo., during the period of Federal control found unreasonable and reparation awarded.

Timken Roller Bearing Co. v. W. & L. E. Ry. Co., 59 I. C. C., 149.

9. Demurrage charges on 33 carloads of scrap iron held for unloading at Canton, Ohio, found not unreasonable or otherwise unlawful. Complaint dismissed.

United Paperboard Co. v. L. W. R. R. Co., 59 I. C. C., 151.

10. Rate on crude sulphur, in carloads, from Sulphur Mines, La., to Lockport, N. Y., found unreasonable to the extent that it exceeded the aggregate of contemporaneous intermediate rates to and beyond Buffalo, N. Y. Reparation awarded.

Gulf Refining Co. of La. v. T., St. L. & W. R. R. Co., 59 I. C. C., 154.

11. Rate on iron sucker rods in bundles, carloads, from Toledo, Ohio, to Lenzburg, La., found to have been and to be unreasonable and unduly prejudicial. Reparation awarded and measure of reasonable maximum and nonprejudicial rate prescribed.

Prairie Pipe Line Co. v. Director General, 59 I. C. C., 157.

12. Rate collected on secondhand wrought-iron pipe, in carloads, from Tank City Siding, Okla., to De Queen, Ark., found to have been without tariff authority and in excess of the rate applicable. Refund directed and complaint dismissed.

Lowry Lumber Co. v. Director General, 59 I. C. C., 159.

13. Charges on a carload of lumber shipped from Stephens, Ark., to Jonesboro, Ark., reconsigned to Dupu, Ill., and again reconsigned to Greensburg, Ind., found not unreasonable. Complaint dismissed.

Wheler Co. v. N. Y. C. R. R. Co., 59 I. C. C., 161.

14. Demurrage charges at Ashtabula, Ohio, on lumber from Alberta, Va., found to have been legally assessed and not unreasonable or otherwise unlawful. Complaint dismissed.

Atlas Cereal Co. v. Director General, 59 I. C. C., 163.

15. Carload of ground oats from Milwaukee, Wis., to Clarinda, Iowa, found to have been misrouted. Reparation awarded.

American Cement Plaster Co. v. C. & A. R. R. Co., 59 I. C. C., 165.

16. Rate applicable to a carload of plaster board from Blue Rapids, Kans., to Clarksdale, Miss., found not unreasonable. Refund of overcharges directed and complaint dismissed.

17. Fourth section relief denied.

Iowa-Missouri grain rates, 59 I. C. C., 168.

18. Proposed cancellation of distance rates on grain and grain products from points in Iowa to points in Missouri found not justified. The suspended schedules ordered canceled.

Joint passenger fares, 59 I. C. C., 170.

19. Withdrawal of interstate 10-ride ticket between South Attleboro, Mass., and Main street square, Pawtucket, R. I., permitted upon the filing here by the respondents of tariffs publishing their interstate fares.

Graves v. W. & A. R. R. Co., 59 I. C. C., 173.

20. Rate on barytes in carloads from Cartersville, Ga., to South Camden, N. J., found to have been unreasonable. Reparation awarded.

Transit privileges on rough forest products, 59 I. C. C., 176.

21. Proposed restriction of respondents' proportional rates on rough lumber, in carloads, interstate between Arkansas points, from Arkansas and Louisiana points to Memphis, Tenn., and between points in Arkansas, Louisiana, Missouri, and Oklahoma, interstate, for manufacture and reshipment, found justified. Order of suspension vacated.

Cobbs & Mitchell v. Director General, 59 I. C. C., 179.

22. Proportional rate on lumber in carloads from Rock Island, Ill., to El Paso, Tex., found to have been canceled April 1, 1916, except on shipments to Mexico.

23. Rates on flooring in carloads from Cadillac, Mich., to El Paso found not unreasonable. Complaint dismissed.

Bare Paper Co. v. Director General, 59 I. C. C., 183.

24. Rates on pulp wood, in carloads, from points in Virginia to Roaring Spring, Pa., found to have been unreasonable and unduly prejudicial. Reparation awarded.

Rogers-Brown Iron Co. v. Director General, 59 I. C. C., 186.

25. Charge during the period from June 25 to November 8, 1918, inclusive, for the movement of limestone, in carloads, within the city limits of Buffalo, N. Y., found unreasonable. Reparation awarded.

Samuel v. Director General, 59 I. C. C., 190.

26. Rate on carload of chrome ore returned from Pottsville, Pa., to Conshohocken, Pa., found not unreasonable. Complaint dismissed.

Geisel Mfg. Co. v. B. & O. R. R. Co., 59 I. C. C., 193.

27. Defendant's failure to make an allowance to complainant for draying from defendant's team tracks in East St. Louis, Ill., to complainant's plant in St. Louis, Mo., found not unjust or unreasonable. Complaint dismissed.

Western States Portland Cement Co. v. Director General, 59 I. C. C., 195.

28. Rate on cement, in sacks, in carloads, from Independence, Kans., to Shamrock, Okla., found to have been unreasonable and unduly prejudicial. Reparation awarded.

Central Pa. Lumber Co. v. Director General, 59 I. C. C., 197.

29. Rates on coal, in carloads, from Lucinda, Pa., via Waverly, N. Y., to Ricketts, Pa., found unjust and unreasonable. Reasonable maximum rate prescribed for the future and reparation awarded.

Du Pont De Nemours & Co. v. Director General, 59 I. C. C., 199.

30. Rate on box shooks from Deering Junction, Me., to Newbridge and Wilmington, Del., and Parlin, N. J., found not unreasonable but violative of the long-and-short-haul provision of the fourth section of the act. In the absence of proof of damage reparation denied and complaint dismissed.

Cohen-Schwartz R. & S. Co. v. M. L. & T. R. R. & S. S. Co., 59 I. C. C., 202.

31. Rate on scrap iron in carloads from Lafayette, La., to East St. Louis, Ill., found to have been unreasonable. Reparation awarded. Fourth section relief denied.

N. Y. Board of T. & T. v. Director General, 59 I. C. C., 205.

32. Rule for demurrage on car floats, lighters, or barges used in New York harbor, N. Y., in transferring freight received for export upon domestic bills of lading between the rail terminals and ships in the harbor not shown to be unjust, unreasonable, or unduly prejudicial. Complaint dismissed.

Empire Refineries v. Director General, 59 I. C. C., 215.

33. Rate on gas oil, in carloads, from Ponca City, Okla., to Neodesha, Kans., found unreasonable and unduly prejudicial. Reasonable and nonprejudicial relationship prescribed for the future.

Torsion Balance Co. v. Director General, 59 I. C. C., 218.

34. Application of western classification rating of double first class on various types of scales, in less than carloads, shipped from Jersey City, N. J., to San Francisco, Calif., found to have been legal in some instances and illegal in others. Defendants directed to refund any overcharges.

35. Rating of double first class in western classification on pharmaceutical and laboratory scales found applicable on certain scales manufactured by complainant, and rating of second class on scales not otherwise indexed by name on certain others.

36. Complaint dismissed.

Alden Coal Co. v. R. I. S. Ry. Co., 59 I. C. C., 223.

37. Rates on coal, in carloads, from Matherville to Hopewell, Ill., initiated by the Director General of Railroads, found to have been unreasonable. Reparation denied because complainant is not the real party in interest.

El Paso Chamber of Commerce v. Director General, 59 I. C. C., 226.

38. Rate on gasoline, in carloads, from Wilson, Okla., to El Paso, Tex., found to have been unreasonable. Reparation awarded.

Magnolia Provision Co. v. H. & T. C. R. R. Co., 59 I. C. C., 228.

39. Rate on sesame oil, in carloads, from Houston, Tex., to Chicago, Ill., found to have been unreasonable. Reparation awarded.

Watters-Tonge Lumber Co. v. B. & O. S. W. R. R. Co., 59 I. C. C., 229.

40. Shipments of yellow-pine lumber from points in Alabama to points in New York, reconsigned in transit, found to have been overcharged. Reparation awarded.

St. Bernard Cypress Co. v. Director General, 59 I. C. C., 232.

41. Rate initiated by Director General and charged during federal control on cypress lumber in carloads from Chalmette, La., to Seabrook, La., found not unreasonable. Complaint dismissed.

El Paso Sash & Door Co. v. Director General, 59 I. C. C., 234.

42. Rate on sash, doors, millwork, and lumber, in carloads, from El Paso, Tex., to Ajo, Ariz., found unreasonable. Reparation awarded.

McGowin Lumber & Export Co. v. Director General, 59 I. C. C., 238.

43. Shipments of lumber from Vredenburgh Junction, Ala., consigned to Louisville, Ky., and reconsigned to Brooklyn and Mount Vernon, N. Y., found to have been misrouted. Reparation awarded.

W. Va. Rail Co. v. P., C., C., & St. L. Ry. Co., 59 I. C. C., 241.

44. Reparation on numerous shipments of old steel rails from Pittsburgh, Pa., to Huntington, W. Va., the rate charged having heretofore been found unduly prejudicial, denied for lack of proof of damage. Original and supplemental reports, 48 I. C. C., 675, 53 I. C. C., 225.

Mceds Lumber Co. v. Director General, 59 I. C. C., 243.

45. Carload of lumber from Charles, Ala., to Hollidaysburg, Pa., found to have been overcharged and misrouted. Reparation awarded.

Indian Refining Co. v. Director General, 59 I. C. C., 246.

46. Rate on petroleum gas oil from Lawrenceville, Ill., to Petersburg, Tenn., found not unreasonable. Complainant not shown to have been damaged by reason of any undue prejudice which may have existed. Complaint dismissed.

47. Fourth section relief denied.

Standard Time Zone Investigation, 59 I. C. C., 249.

48. Petition for a modification of the boundary between the standard Mountain and Pacific time zones in Idaho as established by previous orders, 51 I. C. C., 273, and 53 I. C. C., 208, denied.

Tenn. Copper Co. v. Director General, 59 I. C. C., 253.

49. Refusal of defendants to accord Baltimore, Md., refining-in-transit arrangements on copper bullion, in carloads, moving from Copperhill, Tenn., to points of destination in Delaware, Pennsylvania, New York, Connecticut, and Massachusetts found not to have subjected or to subject that traffic to rates that were or are unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Lodwick-White Coal Co. v. Director General, 59 I. C. C., 260.

50. Previous findings and order modified to conform to report in *Increased Rates*, 1920, 58 I. C. C., 220.

Payment of charges in United States currency, 59 I. C. C., 263.

51. Proposed tariff rules requiring payment of charges in United States currency and prepayment of charges on shipments into Canada found justified in so far as they affect charges for interstate transportation wholly within the United States, and the charges or divisions accruing for that part of the transportation between the United States and a foreign country which takes place within the United States. Suspension orders vacated.

Express classification, 1920, 59 I. C. C., 265.

52. Upon petition by the American Railway Express Company for approval of certain proposed additions to, cancellations of, and changes in designated items of the official express classification: Certain of the additions, cancellations, and changes, as proposed or with indicated modifications, found justified; others found not justified.

Consolidated Companies v. A., T. & S. F. Ry. Co., 59 I. C. C., 283.

53. Upon complaint attacking various class and commodity rates from Ohio, Mississippi, and Missouri river crossings, and points north and east thereof to Plaquemine, Donaldsonville, New Roads, and White Castle, La.; *Held*, that in view of the adjustment required in *Memphis-Southwestern Investigation*, 55 I. C. C., 515, no finding or orders are necessary at this time.

Whitaker v. W. U. T. Co., 59 I. C. C., 286.

54. Rates for the transmission by telegraph of the usual 10-word fast message found not unreasonable as maxima, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Rates, fares, and charges of N. Y. C. R. R. Co., 59 I. C. C., 290.

55. Certain fares, charges, and rates required by state authority to be maintained by the respondents within the state of New York found to be lower than the corresponding interstate fares, charges, and rates authorized in *Ex Parte*

74, *Increased Rates, 1920*, 58 I. C. C., 220, and to be unduly prejudicial to interstate passengers and shippers, unduly preferential of intrastate passengers and shippers, and unjustly discriminatory against interstate commerce.

Young & Co. v. Director General, 59 I. C. C., 305.

56. Rate on black-oak stick bark, in carloads, from Charlottesville, Va., to Shrewsbury, Pa., found to have been unreasonable. Reparation awarded.

Porter Mirror & Glass Co. v. Director General, 59 I. C. C., 308.

57. Fourth-class rates on plate glass, 120 united inches and under, in boxes, in carloads, from St. Louis, Crystal City, and Valley Park, Mo., to Fort Smith, Ark., found not unreasonable. Complaint dismissed.

United Iron Works v. Director General, 59 I. C. C., 312.

58. Rates on carload shipments of bar iron from Sand Springs, Okla., to Pittsburg, Kans., found to have been unreasonable. Reparation awarded.

Ohio Iron & Metal Co. v. Director General, 59 I. C. C., 314.

59. Charges collected on a carload of scrap iron from Milwaukee, Wis., to Muncie, Ind., reconsigned to Indiana Harbor, Ind., found not unreasonable. Complaint dismissed.

Atlantic Refining Co. v. Director General, 59 I. C. C., 316.

60. Rate on petroleum lubricating oil, in tank cars, from Cabin Creek Junction, W. Va., to Philadelphia, Pa., found not unreasonable or otherwise unlawful. Complaint dismissed.

Globe Oil Mills v. Director General, 59 I. C. C., 318.

61. Rates on soya-bean oil in tank-car loads from Los Angeles, Calif., to Ivorydale, Ohio, Chicago, Ill., and New Orleans, La., found to have been unreasonable. Reparation awarded.

Ohio Cities Gas Co. v. Director General, 59 I. C. C., 320.

62. Rate on gasoline in tank-car loads from Cabin Creek Junction, W. Va., to Minneapolis, Minn., found unlawful, and unreasonable to the extent that it exceeded the aggregate of the intermediate rates. Reparation awarded.

Inland Empire Shippers League v. Director General, 59 I. C. C., 321.

63. Rates on grain and grain products, in carloads, from certain points in Idaho, eastern Washington, and eastern Oregon to Portland and Astoria, Oreg., and intermediate points, and to Vancouver, Wash., and rates on classes and commodities between Portland and Vancouver, on the one hand, and points in the Columbia River basin, as defined in the report, on the other, found not unreasonable.

64. Rates on classes and commodities between Portland and Vancouver, on the one hand, and points in the Columbia River basin south of the Snake River, on the other, found unduly prejudicial to the extent stated in the report.

Spartanburg Chamber of Commerce v. S. Ry., 59 I. C. C., 346.

65. Original finding, 34 I. C. C., 484, that rates from Ohio and Mississippi river crossings, and points in central freight association territory to Spartanburg, S. C., on traffic moving through Ohio River crossings and Asheville, N. C., are unduly prejudicial, affirmed on further hearing.

Intrastate rates within the State of Illinois, 59 I. C. C., 350.

66. Certain intrastate passenger fares of the respondent steam railroads in Illinois, lower than the corresponding interstate fares and charges authorized in Ex Parte 74, *Increased Rates, 1920*, 58 I. C. C., 220 and 302, and maintained through action of state authority, found to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares and charges prescribed which will remove such preference, prejudice, and discrimination.

Royal Bank of Canada v. S. A. L. Ry. Co., 59 I. C. C., 367.

67. Combination rate on bauxite ore, in carloads, from Richland, Ga., to Hamilton, Ontario, found unreasonable to the extent that the factor applied up to Cincinnati, Ohio, exceeded \$2.40 per long ton. Reparation awarded.

68. Fourth section relief denied.

Odell-Daly Material Co. v. Director General, 59 I. C. C., 369.

69. Rate on chattis, in carloads, from Chitwood, Mo., to Lincoln, Nebr., found not unreasonable, but shipments found to have been misrouted. Reparation awarded.

Pine Plume Lumber Co. v. Director General, 59 I. C. C., 371.

70. Rate applicable on lumber in carloads from Hebardville, Ga., to Beckley, W. Va., found not unreasonable. Refund of overcharge directed and complaint dismissed.

Goldstein v. Director General, 59 I. C. C., 373.

71. Charges collected on a carload of secondhand boilers from Fort Scott, Kans., to St. Louis, Mo., found applicable and not unreasonable. Complaint dismissed.

Dort Motor Car Co. v. Director General, 59 I. C. C., 374.

72. Rate on gasoline engines in carloads from Williamsport, Pa., to Flint, Mich., found not to have been or to be unreasonable. Complaint dismissed.

Sharon Steel Hoop Co. v. Pa. Co., 59 I. C. C., 378.

73. Increased allowance sought by complainant for performance of spotting service at its plant at Sharon, Pa., not justified.

Class and commodity rates of Kansas City Railways Company, 59 I. C. C., 382.

74. Proposed increased class and commodity rates between points on the line of the Kansas City Railways Company, applicable on interstate traffic, found justified. Order of suspension vacated and proceeding discontinued.

Central Iron & Steel Co. v. Pa. R. R. Co., 59 I. C. C., 385.

75. The failure of defendants to perform at complainant's plant at Harrisburg, Pa., the service of switching and spotting interstate carload shipments, or to make an allowance to complainant to cover the cost of that service performed by it, found not to be or to have been unreasonable, but to subject complainant to unjust discrimination and undue prejudice, to the undue preference and advantage of its competitors for whom such services are performed or to whom such allowances are made for the performance thereof. Reparation denied.

Wisconsin passenger fares, 59 I. C. C., 391.

76. Certain fares and charges required by state authority to be maintained by the respondents within the state of Wisconsin found to be lower than the corresponding interstate fares and charges authorized in *Ex Parte 74, Increased Rates, 1920*, 58 I. C. C., 220, and to be unduly prejudicial to interstate passenger and unjustly discriminatory against interstate commerce.

Independent Home Oil Co. v. Director General, 59 I. C. C., 398.

77. Rates on petroleum and its products, in carloads, from the midcontinent field in Kansas and Oklahoma to Fairmont, N. Dak., Claire City and New Effington, S. Dak., and Wendell, Minn., not found unreasonable or unduly prejudicial except that the rates on said commodities to Fairmount and Wendell were, are, and for the future will be, unduly prejudicial to the extent that they exceeded, exceed, or may exceed rates contemporaneously maintained on the same commodities from the midcontinent field to Breckenridge and Fergus Falls, Minn., and to the extent that the rate on refined oil from the midcontinent field to Fairmount exceeded, exceeds, or may exceed a combination constructed by using the commodity rate to Willmar, Minn., and adding thereto 75 per cent of the fifth-class rate from Willmar to Fairmount. Reparation denied.

Cancellation of joint through rates via M. & K. Ry. Co., 59 I. C. C., 404.

78. Proposed cancellation of joint rates on various commodities from points in Missouri, Kansas, Arkansas, Oklahoma, and Texas to Rosedale (Forty-first Street), Kans., and Westport, Mo., on the Missouri & Kansas Railway, found not justified as to the rates to Rosedale (Forty-first Street) and justified as to the rates to Westport. Suspended schedules ordered canceled without prejudice to the filing of schedules canceling the joint rates to Westport.

Acme Cement Plaster Co. v. Director General, 59 I. C. C., 411.

79. Rates on car load shipments of plaster from Grand Rapids, Mich., to Lynch, Ky., via Louisville, Ky., found not unreasonable. Complaint dismissed.

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National Poultry, Butter & Egg Asso. v. B. & O. S. W. R. R. Co., 59 I. C. C., 413.

80. Finding of the Commission upon first rehearing, reported in 51 I. C. C., 34, that the aggregate rates paid by complainants for line haul and refrigeration for the transportation of dressed poultry, butter and eggs, and cheese, in any quantity, throughout official classification territory during the period from March 20, 1915, to June 1, 1917, were shown to have been reasonable for the total service performed and denying reparation, affirmed upon second rehearing. Original report in 43 I. C. C., 392.

Rath Packing Co. v. Director General, 59 I. C. C., 427.

81. Upon reargument, original findings herein, 56 I. C. C., 303, affirmed.

Local and joint passenger fares, 59 I. C. C., 430.

82. Proposed interstate passenger fares between points on Wheeling traction system found not justified. Carrier required to cancel proposed schedules, without prejudice to filing schedules publishing rates in accordance with basis found proper.

Grain from St. Louis to Cincinnati and Louisville, 59 I. C. C., 435.

83. Proposed restriction of proportional reshipping rates on grain from St. Louis, Mo., to Cincinnati, Ohio, and Louisville, Ky., and points taking the same rates, found justified except as indicated in the report.

84. To obviate confusion which would result from the operation of the proposed schedule in its present form, respondents directed to cancel the suspended schedule, without prejudice to their right on short notice to effect the cancellations herein found to have been justified.

Swift & Co. v. S. A. & A. P. Ry. Co., 59 I. C. C., 440.

85. Upon further consideration, reparation awarded with respect to certain portions of passenger fares collected for the return of caretaker who accompanied carload shipments of live poultry from Nevada, Mo., to Chicago, Ill. Original report, 53 I. C. C., 515.

Duwall & Co. v. Director General, 59 I. C. C., 442.

86. Charges assessed at Chesapeake Beach, Md., for the detention of a car loaded with pulp wood intended for an interstate destination, but subsequently unloaded, found not unreasonable or otherwise unlawful. Complaint dismissed.

Hanover Creamery Co. v. Director General, 59 I. C. C., 444.

87. Rate on condensed skimmed milk, in carloads, from Hanover, Pa., to Jacksonville, Fla., not found to have been or to be unreasonable.

88. Tariff provision under which charges applied to condensed skimmed milk in cans, in carloads, from Hanover to Jacksonville exceeded the charges based on the actual number of cans that could be loaded in the cars furnished found unreasonable. Reparation awarded.

Transit privileges on lumber at Mississippi and Alabama points, 59 I. C. C., 448.

89. Order suspending the cancellation by the Mobile & Ohio Railroad Company of joint rates on lumber and transit arrangements maintained by that carrier for application at certain Mississippi and Alabama points on shipments of lumber from stations on the Gulf, Mobile & Northern Railroad, Jackson & Eastern Railway, and Meridian & Memphis Railway, vacated and proceeding discontinued.

Ludlow Mfg. Asso. v. Director General, 59 I. C. C., 451.

90. Rates applicable on barley and culm coal, in carloads, from Mahanoy and Shamokin, Pa., districts, to Ludlow, Mass., found unreasonable. Reparation awarded.

Seaboard By-Product Coke Co. v. Director General, 59 I. C. C., 453.

91. Rates on coal from mines on the Pittsburgh & Lake Erie Railroad in Pennsylvania to Seaboard, N. J., found not unreasonable. Complaint dismissed.

Regulations for payment of rates and charges, 59 I. C. C., 456.

92. Upon petition of the tidewater coal exchanges for modification of the 96-hour credit rule as applied to demurrage charges on tidewater coal, *Found*, that the period of 96 hours heretofore fixed for the payment of transportation

rates and charges may be computed from the first 4 p. m. after the time when such exchanges present demurrage bills to individual shippers. Original report in 57 I. C. C., 591.

Consolidation of Express Companies, 59 I. C. C., 459.

93. Consolidation of the express transportation business and property devoted to that business of the Adams, American, Wells Fargo & Company, and Southern express companies into the American Railway Express Company approved and authorized.

Arkansas rates and fares, 59 I. C. C., 471.

94. Certain intrastate passenger fares and baggage charges required by state authority to be maintained by respondents for transportation within the state of Arkansas, lower than the corresponding interstate fares and charges authorized in Ex Parte 74, *Increased Rates, 1920*, 58 I. C. C., 220, found to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares and charges prescribed which will remove such preference, prejudice, and discrimination.

Waxelbaum & Bro. v. O. S. S. Co., 59 I. C. C., 480.

95. Complaints assailing rail-and-water rates on boots and shoes from Boston, Mass., New York, N. Y., and other points to Macon and Augusta, Ga., as unreasonable and unduly prejudicial found to have been satisfied, as to the future, by subsequently established rates. Reparation denied. Complaints dismissed.

Crude petroleum oil, 59 I. C. C., 483.

96. Proposed cancellation of joint rate for the transportation of crude oil by pipe line from Kansas and Oklahoma points to Lacy Station, Pa., found not justified. Suspended schedule ordered canceled.

Chatterton & Son v. Director General, 59 I. C. C., 484.

97. Rates on beans, in carloads, from Pere Marquette stations in Michigan to various destinations, receiving transit service at Toledo, Ohio, found unreasonable. Reparation awarded.

Coal from West Virginia mines, 59 I. C. C., 486.

98. Proposed cancellation of joint rates on bituminous coal, in carloads, from mines on the Kanawha & Michigan Railway in West Virginia to eastern and southeastern points found not justified. Suspended schedules ordered canceled.

Wharfage, handling, and storage charges at municipal terminals, Norfolk, Va., 59 I. C. C., 488.

99. Schedules filed by the city of Norfolk, Va., naming charges for terminal services to be performed by it at that port in connection with interstate or foreign commerce, ordered stricken from the Commission's files, the city of Norfolk not being a common carrier subject to the interstate commerce act.

Absorption of terminal charges at Galveston, 59 I. C. C., 490.

100. Increases in the through charges on export, import, and coastwise traffic to and from ship side at Galveston, Texas City, Port Bolivar, and Beaumont, Tex., under proposed tariff rules limiting the amount of terminal charges absorbed, found not justified.

101. Orders of suspension vacated as to certain schedules which do not have the effect of increasing charges.

Stout Lumber Co. v. Director General, 59 I. C. C., 495.

102. Rates on yellow-pine lumber, in carloads, from Thornton and Bests, Ark., to certain destinations in eastern Missouri on the St. Louis-San Francisco Railway found unreasonable. Maximum joint rates prescribed for the future and reparation awarded.

Petroleum oil and petroleum oil products, 59 I. C. C., 499.

103. Proposed increased rates on petroleum and its products in tank-car loads from points in Kansas, Oklahoma, and Missouri to Chicago, Ill., Milwaukee, Wis., and related points, found not justified. Cancellation of suspended schedules ordered.

Minnesota fares and charges, 59 I. C. C., 502.

104. Certain fares and charges required by state authority to be maintained by the respondent steam railroads within the state of Minnesota found to be lower than the corresponding interstate fares and charges authorized in Ex Parte 74, *Increased Rates*, 1920, 58 I. C. C., 220, and to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares and charges prescribed which will remove such preference, prejudice, and discrimination.

Acme Cement Plaster Co. v. Director General, 59 I. C. C., 508.

105. Shipment of plaster from Acme, Tex., to Farmington, Mo., found to have been overcharged. Reparation awarded.

Lowry Lumber Co. v. Director General, 59 I. C. C., 510.

106. Demurrage charges assessed and rate applicable on three carloads of lumber shipped from Haslam, Tex., to Washington, D. C., and ultimately moved via Potomac Yard, Va., to points in New England, found not unreasonable or otherwise unlawful. Complaint dismissed.

Postal Telegraph-Cable Co. v. W. U. T. Co., 59 I. C. C., 512.

107. The practice of defendant in refusing to extend credit for tolls on messages transferred by complainant to defendant, while granting credit generally for tolls on messages tendered by the same senders and others for transmission, found to be unjust and unreasonable, and a reasonable practice for the future prescribed.

Express Contract, 1920, 59 I. C. C., 518.

108. Upon petition for approval of a proposed contract between the American Railway Express Company and common carriers by rail over the lines of which it conducts or may conduct transportation by express, *Held*: That the relations and arrangements proposed, in so far as they are embraced within the provisions of section 5, paragraph (1) of the interstate commerce act, are in the interest of better service to the public and will not unduly restrain competition.

Cohen-Schwartz R. & S. Co. v. Director General, 59 I. C. C., 533.

109. Rate applicable on a carload of scrap iron from Lafayette, La., to Columbus, Ohio, found unreasonable. Collection of undercharges waived and complainant dismissed.

Seaboard By-Product Coke Co. v. Director General, 59 I. C. C., 535.

110. Rates on coal in carloads from mines in the Connellsville, Pa., district to Seaboard, N. J., found to have been unreasonable. Reparation awarded.

Vaughan's Seed Store v. C., M. & St. P. Ry. Co., 59 I. C. C., 537.

111. Rates on onion sets, in carloads from Morton Grove, Ill., to points in central territory found not unjustly discriminatory or unduly prejudicial. Complaint dismissed.

McCloud River R. R. Co. v. O. S. L. R. R. Co., 59 I. C. C., 539.

112. A turntable shipped from Pocatello, Idaho, to McCloud, Calif., found to have been misrouted. Reparation awarded.

Ohio Cities Gas Co. v. Director General, 59 I. C. C., 541.

113. Rates on spent sulphuric or sludge acid, in tank-car loads, from Cabin Creek Junction, W. Va., to Carteret, N. J., found to have been unreasonable. Reparation awarded.

Ga. Show Case Co. v. Director General, 59 I. C. C., 543.

114. Rates charged on a mixed carload of polished marble and sand-rubbed marble tile from Knoxville, Tenn., to Lakeland, Fla., found to have been applicable and not unreasonable. Complaint dismissed.

Mexican Petroleum Corp. v. Director General, 59 I. C. C., 545.

115. Rates on sulphuric acid in tank cars from Grasselli, Ind., to Destrehan, La., found not unreasonable. No damage from undue prejudice shown. Complaint dismissed.

116. Fourth section relief denied.

Chero-Cola Bottling Co. v. Director General, 59 I. C. C. 547.

117. Third-class rating and rate applied on less-than-carload shipments of Chero-Cola syrup from Columbus, Ga., to Brunswick, Ga., during the year 1919, found applicable and not unreasonable or otherwise unlawful. Complaint dismissed.

Tex. Refining Co. v. Director General, 59 I. C. C., 548.

118. Rates on cotton seed, in carloads, from Lake Charles, Quitman, and Onville, La., to San Antonio, Tex., found not unreasonable or unduly prejudicial, but shipments from Quitman found to have been misrouted.

119. Rates on cotton seed, in carloads, from Opelousas, Sunset, New Iberia, Leonville, Breaux Bridge, St. Martinsville, Arnaudville, Whiteville, and Lawtell, La., to San Antonio, Tex., found unreasonable but not unduly prejudicial. Reasonable rates prescribed. Reparation awarded.

Swift & Co. v. Director General, 59 I. C. C., 551.

120. Rate on sulphuric acid in tank-car loads from Troy, Ala., to Atlanta, Ga., found unreasonable. Reparation awarded.

Murray & Layne Co. v. S. P. Co., 59 I. C. C., 552.

121. Rates on fresh fruits and vegetables, in mixed carloads, from Los Angeles, Calif., to Deming, N. Mex., found to have been and to be unreasonable. Reasonable maximum rate prescribed and reparation awarded.

Atlantic Paper & Pulp Corp. v. Director General, 59 I. C. C., 555.

122. Rates applicable on soapstone blocks, not dressed, in carloads, from Arrington and Schuyler, Va., to Port Wentworth, within the switching limits of Savannah, Ga., found not unreasonable or otherwise unlawful. Complaint dismissed.

Kans. Flour Mills Co. v. A., T. & S. F. Ry. Co., 59 I. C. C., 557.

123. Rates on coal, in carloads, from certain points in Oklahoma, consigned to other Oklahoma points and reconsigned to points in Texas, found unreasonable. Reparation awarded.

Bateman v. Director General, 59 I. C. C., 559.

124. Rate on secondhand wire rope and secondhand wire cable from Coalinga, Calif., to Portland, Oreg., found unreasonable. Reparation awarded.

Phelps Dodge Corp. v. Director General, 59 I. C. C., 561.

125. Rate applicable on coal tar, in tank-car loads, from Hayden, Ariz., via Lordsburg, N. Mex., to Morenci, Ariz., found unreasonable. Waiver of undercharges authorized. Complaint dismissed.

Parkersburg Rig & Reel Co. v. Director General, 59 I. C. C., 563.

126. Rates on nails, shipped in mixed carloads with oil-well outfits and supplies, from Parkersburg, W. Va., to certain points in Texas, found unreasonable and reparation awarded. Relationship of rates prescribed for the future. Certain shipments found to have been overcharged.

Ginger ale, 59 I. C. C., 566.

127. Proposed increased rates and rating on ginger ale from Shreveport, La., to Texas points, and between points in Texas on interstate traffic, found not justified. Suspended schedule ordered canceled.

Sulphur from Texas points, 59 I. C. C., 568.

128. Proposed increased rates on sulphur, in carloads, from Bryanmound, Freeport, Gulf Hill, and Damon, Tex., to Beaumont and Port Arthur, Tex., for export, found not justified. Suspended schedules ordered canceled.

Du Pont de Nemours & Co. v. Director General, 59 I. C. C., 570.

129. Rates on nitrate of soda, in carloads, imported from Chile, from Baltimore, Md., to Barksdale, Wis., found to have been and to be unreasonable. Reasonable maximum rate for the future prescribed and reparation awarded.

130. Allegation of undue prejudice and fourth section violations found not sustained.

Hord Alkali Products Co., v. Director General, 59 I. C. C., 574.

131. Rates on slack coal, in carloads, from the Sheridan, Wyo., group of mines to Antioch, Hosland, and Lakeside, Nebr., found not unreasonable, except during the period from June 25, 1918, to February 19, 1919, inclusive. Reparation awarded.

132. Rates on above traffic found not unjustly discriminatory or unduly prejudicial.

Eck Co. v Director General, 59 I. C. C., 577.

133. Charges applicable on a carload of potatoes computed on an estimated weight of 185 pounds per hamper found not to have been unreasonable or unjustly discriminatory. Complaint dismissed.

Forest products, 59 I. C. C., 579.

134. Proposed increase of 1 cent per 100 pounds in respondents' rates on lumber, logs, and other forest products from certain points in Virginia and North Carolina to Norfolk and Portsmouth, Va., found not justified. Carriers required to cancel proposed schedules, without prejudice to filing schedules publishing rates in accordance with basis found proper.

Decker & Sons v. Director General 59 I. C. C., 585.

135. Order entered discontinuing this proceeding, no evidence having been offered on further hearing. Original report 55 I. C. C., 433.

St. Louis Chamber of Commerce v. Director General, 59 I. C. C., 586.

136. Rates on cotton piece goods from Boston, Mass., New York, N. Y., Philadelphia, Pa., Baltimore, Md., and related points to St. Louis, Mo., found not unreasonable, but unduly prejudicial to St. Louis and preferential of Memphis, Tenn. Nonprejudicial basis prescribed for the future.

Class arbitraries to Sewalls Point, 59 I. C. C., 591.

137. Proposed increased through class rates on less-than-carload traffic to the United States Naval Operating Base, Hampton Roads, Sewalls Point, Va., found not justified. Suspended schedules ordered canceled.

Cannon Mfg. Co. v. S. Ry. Co., 59 I. C. C., 594.

138. Rates on coal, in carloads, from Morning Glory, Tenn., to Kannapolis and Concord, N. C., and from Catoosa, Tenn., to Albemarle, N. C., found unduly prejudicial to the extent indicated in the report. Undue prejudice ordered removed. Reparation denied.

Absorption of handling charges at New Orleans, 59 I. C. C., 597.

139. Proposed increased through charges on export and coastwise shipments of rice and rice products to ship side at New Orleans, La., found not justified. Suspended schedules ordered canceled.

Lieberman v. C. & N. W. Ry. Co., 59 I. C. C., 599.

140. Demurrage charges collected for detention at Proviso, Ill., of a carload of scrap iron shipped from Racine, Wis., to east Chicago, Ind., found not unreasonable or otherwise unlawful. Complaint dismissed.

N. O. Joint Traffic Bureau v. Director General, 59 I. C. C., 601.

141. Rate on imported blackstrap molasses from New Orleans, La., to Union City, Tenn., found not unreasonable or unduly prejudicial. Complaint dismissed.

Birmingham Rail & Locomotive Co. v. S. Ry. Co., 59 I. C. C., 602.

142. Rate on rails and railway-track material, in carloads, from Charleston, S. C., to North Birmingham, Ala., found to have been unreasonable. Reparation awarded.

Columbian Rope Co. v. Director General, 59 I. C. C., 605.

143. Rate on manila hemp, in carloads, from Vancouver, British Columbia, and Seattle and Tacoma, Wash., to Auburn, N. Y., found not unreasonable or otherwise unlawful. Complaint dismissed.

Portland T. and T. Asso. v. Director General, 59 I. C. C., 606.

144. Rates applicable on redwood tank and silo material from Portland, Oreg., to eastern destinations shown to be unduly prejudicial as compared with rates contemporaneously maintained from certain California points.

Cleveland-Cliffs Iron Co. v. M., M. & S. E. Ry. Co., 59 I. C. C., 611.

145. Rates applicable on sulphuric acid, in tank-car loads, from New Furnace, Mich., to Steelton, Minn., found unreasonable. Reparation awarded.

Wharton Steel Co. v. Director General, 59 I. C. C., 613.

146. Demurrage charges on cars containing iron ore frozen in transit found to have been legally assessed and not unreasonable or otherwise unlawful. Complaint dismissed.

Carter-Arnold Co. v. Director General, 59 I. C. C., 616.

147. Rates on shipments of cotton linters, in carloads, moving from Meridian and Amory, Miss., to Trenton and Nobel, Ontario, in 1917 and 1918, found not to have been unreasonable or unduly prejudicial. Complaint dismissed.

Standard Oil Co. v. Director General, 59 I. C. C., 620.

148. Defendants' nonallowance to complainant for the service of spotting cars at points of loading and unloading within its plant at Whiting, Ind., not shown to have been or to be unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Chamber of Commerce of Cedar Rapids v. Director General, 59 I. C. C., 624.

149. Rates on bituminous coal from Illinois and Indiana mines and from Chicago, Ill., to Cedar Rapids, Iowa, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Leo-Greenwald Vinegar Co. v. Director General, 59 I. C. C., 635.

150. Rates on windfall and cull apples, in carloads, from points in northwestern Arkansas and southwestern Missouri to Atchison, Kans., and St. Joseph, Mo., not found unreasonable, unjustly discriminatory, or unduly prejudicial, except from Capps, Ark., to St. Joseph. Waiver of undercharges authorized.

151. Rates on windfall and cull apples, in carloads, from points in northwestern Arkansas to Springfield, Mo., found unreasonable. Reparation awarded and scale of reasonable maximum rates prescribed.

Carey Mfg. Co. v. Director General, 59 I. C. C., 640.

152. Defendants' refusal to make an increased allowance to complainant for the spotting service performed by complainant between interchange tracks and loading and unloading points within its plant found not to have subjected or to subject complainant to unreasonable charges.

153. Failure of delivering carrier to perform such spotting service on interstate carload shipments or to make an allowance covering the cost to complainant of performing such service, while at the same time performing the spotting service without additional charge for complainant's competitor, found unduly prejudicial. Damage not shown and reparation denied.

Mich. Paper Mills T. Asso. v. A., T. & S. F. Ry. Co., 59 I. C. C., 649.

154. Present adjustment of rates on printing, book, and waxed wrapping paper, in carloads, from complainants' mills in Michigan and from competing mills in Wisconsin to points in northern Illinois and southern Wisconsin found unduly prejudicial. Undue prejudice ordered removed.

Oyler & Son v. American Ry. Express Co., 59 I. C. C., 656.

155. Express rates on strawberries in carloads from Cincinnati, Ohio, to Detroit, Mich., Cleveland, Ohio, and Pittsburgh, Pa., found not to have been unreasonable. Complaint dismissed.

Du Pont de Nemours & Co., v. Director General, 59 I. C. C., 659.

156. Charges collected on certain carloads of wet nitrocellulose consigned from Hopewell, Va., to Carney's Point, N. J., for delivery to complainant at Carney's Point, reshipped by complainant to Parlin and Haskell, N. J., found in accord with the tariffs and not otherwise unlawful. Complaints dismissed.

Ark. J. & M. Asso. v. Director General, 59 I. C. C., 662.

157. Proportional rates applicable on grain and grain products, in carloads, to points in Arkansas from St. Louis, Mo., and from Cairo and Thebes, Ill., found unduly prejudicial to the extent that they are greater or less than those herein prescribed. Increased rates on coarse grain under General Order No. 28 of the Director General found not unreasonable or unduly prejudicial to the extent

that they have been increased more than the corresponding rates on wheat. Fourth section relief denied.

National Fireproofing Co. v. Director General, 59 I. C. C., 673.

158. Through charges collected on shipments of coal from Aultman, Ohio, to Perth Amboy, N. J., found not to have been unreasonable or unjustly discriminatory.

159. Through charges collected on shipments of coal from Haydenville, Ohio, to Perth Amboy, N. J., found to have been unreasonable to the extent that the factor of \$1.70 per net ton from Newark, Ohio, to Collier, W. Va., exceeded a factor of \$1.40 per net ton. Reparation awarded.

Natchez Chamber of Commerce v. L. & A. Ry. Co., 59 I. C. C., 678.

160. The failure of Louisiana & Arkansas Railway Company to extend to Natchez, Miss., its through passenger-train service, now terminating at Vidalia, La., not shown to be unreasonable, unduly prejudicial, or otherwise in violation of the interstate commerce act.

161. Establishment of through passenger-train service between Natchez and all points on the line of the Louisiana & Arkansas Railway Company not shown to be in the public interest or to be practicable. Complaint dismissed.

Chevrolet Motor Co. v. Director General, 59 I. C. C., 685.

162. Class A rates on auto-body woodwork, knocked down, in carloads, from St. Louis, Mo., and Ionia, Mich., to Oakland, Calif., found to have been and to be unreasonable to the extent that they exceeded or exceed the class B rates. Reparation awarded.

Barnett Oil & Gas Co. v. Director General, 59 I. C. C., 689.

163. Rate on crude petroleum, in tank-car loads, from Irvine and Beattyville, Ky., to Blue Island, Ill., within the Chicago switching district, found not unreasonable or unduly prejudicial. Complaint dismissed.

Little Fork Coal Co. v. E. K. Ry. Co., 59 I. C. C., 693.

164. Rates on coal, in carloads, from mines on the Eastern Kentucky Railway south of Hitchens, Ky., to Cincinnati, Ohio, and other destinations found to have been and to be unreasonable and unduly prejudicial to the extent that they exceeded and exceed the rates contemporaneously maintained from the eastern Kentucky districts and the Kanawha districts in West Virginia. Reasonable and nonprejudicial rates prescribed for the future. Reparation awarded.

Wheler Co. v. Director General, 59 I. C. C., 699.

165. Rule of the Virginian Railway Company, requiring shippers of lumber to load cars to capacity, enforced from November 27, 1917, to April 5, 1918, found to have been in violation of section 6 of the act. Reparation denied. Complaint dismissed.

Atlas Cereal Co. v. C., B. & Q. R. R. Co., 59 I. C. C., 702.

166. Tariff rules which deny transit at Kansas City, Mo., on mixed feed containing more than 20 per cent of molasses found to be unreasonable and unduly prejudicial. Defendants ordered to publish reasonable and nonprejudicial rules.

Cosden Oil & Gas Co. v. Director General, 59 I. C. C., 705.

167. Rate on wrought-iron pipe, in carloads, from Shamrock, Okla., to Virgil, Kans., found unreasonable. Reparation awarded.

Lukens Steel Co. v. Director General, 59 I. C. C., 707.

168. Rate on fluorspar, in carloads, from Baltimore and Locust Point, Md., to Coatesville, Pa., found to have been unreasonable. Reparation awarded.

Lowry Lumber Co. v. Director General, 59 I. C. C., 709.

169. Charges applicable to a carload shipment of lumber from Wiergate, Tex., to Little Falls, N. Y., reconsigned to New Bedford, Mass., based upon the rates to and beyond Little Falls, plus demurrage and reconsignment charges, found not unreasonable. Refund of overcharges directed and complaint dismissed.

Weissbaum & Co. v. Director General, 59 I. C. C., 711.

170. Empty cars on their own wheels shipped from El Paso, Tex., to San Francisco, Calif., found not to have been misrouted, and the charges collected thereon found not unreasonable or otherwise unlawful. Complaint dismissed.

Lucas & Co. v. Director General, 59 I. C. C., 713.

171. Rates applicable on lumber, hollow building tile, and building slate, in carloads, from West Collingswood, N. J., to Lucaston, N. J., during federal control, found not unreasonable, but shipments found to have been misrouted. Reparation awarded.

Lane Co. v. N. S. R. R. Co., 59 I. C. C., 715.

172. Demurrage charges assessed for detention at Norfolk, Va., of three carloads of oak ties from Nooe, N. C., found illegal. Reparation awarded.

American Cement Plaster Co. v. U. P. R. R. Co., 59 I. C. C., 717.

173. First-class less-than-carload rate on dental plaster in bags, shipped with a carload of other plaster from Blue Rapids, Kans., to Spokane, Wash., found unreasonable. Reparation awarded.

Tiffany & Co. v. St. L. S. W. Ry. Co., 59 I. C. C., 719.

174. Rate on compressed cotton from Jonesboro, Ark., to East St. Louis, Ill., found to have been unreasonable. Reparation awarded.

Ozark Refining Co. v. Director General, 59 I. C. C., 720.

175. Rate on crude oil, in tank-car loads, from Billings, Okla., to Fort Smith, Ark., via Enid, Okla., and the St. Louis-San Francisco Railroad found not unreasonable, but via El Reno, Okla., found unreasonable. Reparation awarded.

Kingsport Pulp Corp. v. Director General, 59 I. C. C., 723.

176. Rate on bleach, or chloride of lime, in carloads, from Niagara Falls, N. Y., to Kingsport, Tenn., found not unreasonable. Complaint dismissed.

Choctaw Cotton Oil Co. v. Director General, 59 I. C. C., 725.

177. Rate on scrap iron, in carloads, from Memphis, Tenn., to North Carrollton, Miss., found unreasonable. Reparation awarded.

Arcularius Bros. v. Director General, 59 I. C. C., 727.

178. Rates on feeder cattle, in carloads, in narrow-gauge cars, from Mina, Nev., to Laws, Calif., found not unreasonable. Complaint dismissed.

Lee Hardware Co. v. A., T. & S. F. Ry. Co., 59 I. C. C., 728.

179. Ocean-and-rail rate on small-arms ammunition, in carloads, from Bridgeport and New Haven, Conn., and points taking the same rates, to Salina, Kans., found unreasonable, unlawful, and unduly prejudicial, as compared with the rate from the same points of origin to Hutchinson, Kans. A proper relationship of rates prescribed for the future.

Hawkins v. O. S. L. R. R. Co., 59 I. C. C., 730.

180. Defendants' practice in distributing cars for the shipment of potatoes and other commodities from Rupert, Idaho, and adjacent points, not shown to have been or to be unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Grain via Indianapolis, 59 I. C. C., 733.

181. Proposed cancellation of joint rates on grain and grain products, in carloads, from points on the Toledo, St. Louis & Western east of Cayuga, Ind., in connection with the Cleveland, Cincinnati, Chicago & St. Louis found not justified. Suspended schedules ordered canceled.

Class rates from New Orleans, 59 I. C. C., 734.

182. Proposed increased class rates between New Orleans, La., and points taking same rates, and Colorado common points found not justified. Carriers required to cancel proposed schedules, without prejudice to filing schedules publishing rates in accordance with basis found proper.

Empress Coal Co. v. O. W. R. R. & N. Co., 59 I. C. C., 738.

183. Rates on coal, in carloads, from Empress mine, Wash., to Portland, Oreg., and certain other points in Oregon, found unduly prejudicial. Reasonable relationship prescribed for the future and reparation awarded.

Parkersburg Rig & Reel Co. v. Director General, 59 I. C. C., 751.

184. Rates on bull-wheel arms, cants and pins, and on wooden tanks, complete, k. d., including necessary iron parts, in carloads, from Tulsa, Okla., to Texas destinations, found unreasonable and unduly prejudicial. Reparation awarded.

185. Rates on wooden tank material, in carloads, from Billings, Okla., to Ranger, Tex., found not unreasonable or unduly prejudicial. Fourth section relief denied.

Delp Grain Co. v. Director General, 59 I. C. C., 755.

186. Demurrage charges collected for detention at Port Richmond (Philadelphia), Pa., of 14 carloads of salvaged oats shipped from New York, N. Y., found to have been illegally assessed. Reparation awarded.

Lowry Lumber Co. v. Director General, 59 I. C. C., 758.

187. Charges on a carload of lumber from Ludington, La., to Cairo, Ill., reconsigned to Indianapolis, Ind., found to have been illegal. Reparation awarded.

Tidewater bituminous coal, 59 I. C. C., 761.

188. Report of the Commission to the United States Senate relative to shipments of bituminous coal to tidewater for export and other purposes.

Freight congestion, 59 I. C. C., 770.

189. Report of the Commission to the United States Senate relative to freight congestion in the principal cities of the United States.

Swift & Co. v. Director General, 60 I. C. C., 1.

190. Rate on frozen meat, in carloads, from South San Francisco, Calif., to New York, N. Y., found to have been unreasonable. Reparation awarded.

Meridian Traffic Bureau v. S. Ry. Co., 60 I. C. C., 5.

191. Class and commodity rates between Meridian, Miss., and points in Alabama found unreasonable and unduly prejudicial to Meridian and its shippers as compared with class and commodity rates for like distances in Alabama. Reasonable maximum rates between Meridian and points in Alabama prescribed and undue prejudice ordered removed.

Perry County Coal Corp. v. Director General, 60 I. C. C., 52.

192. Rates on bituminous coal, in carloads, from Coulterville, Ill., to destinations in Missouri on the lines of the Illinois Southern and Mississippi River & Bonne Terre railways, found to be violative of the long-and-short-haul provision of the fourth section of the interstate commerce act. Complaint dismissed.

Iowa passenger fares and charges, 60 I. C. C., 55.

193. Certain fares and charges required by state authority to be maintained by the respondent steam railroads within the state of Iowa found to be lower than the corresponding interstate fares and charges authorized in *Increased Rates*, 1920, 58 I. C. C., 220, and to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares and charges prescribed which will remove such preference, prejudice, and discrimination.

Montana rates and fares, 60 I. C. C., 61.

194. Certain fares and charges required by state authority to be maintained by the respondent steam railroads within the state of Montana found to be lower than the corresponding interstate fares and charges authorized in *Ex Parte 74, Increased Rates*, 1920, 58 I. C. C., 220, and to be unduly preferential of intrastate passengers, unduly prejudicial of interstate passengers, and unjustly discriminatory against interstate commerce. Fares and charges prescribed which will remove such preference, prejudice, and discrimination.

Indianapolis Chamber of Commerce v. C., C. & St. L. Ry. Co., 60 I. C. C., 67.

195. Rates on cattle and hogs, in carloads, from points in certain defined territory in the state of Illinois to Indianapolis, Ind., found just and reasonable.

196. Relationship of interstate rates from said Illinois points to Indianapolis, on the one hand, and intrastate rates from the same points to Chicago, East St. Louis, and Peoria, Ill., on the other, found to result in undue prejudice to Indianapolis and undue preference of Chicago, East St. Louis, and Peoria.

197. Application of rule governing the assessment of charges on intrastate shipments of cattle and hogs, in mixed carloads, to Chicago, East St. Louis, and Peoria, different from that which is applied in connection with interstate shipments to Indianapolis, found to result in undue prejudice to Indianapolis and undue preference of Chicago, East St. Louis, and Peoria.

198. Undue prejudice ordered removed.

Ohio rates, fares, and charges, 60 I. C. C., 78.

199. Certain fares, charges, and rates required by state authority to be maintained by the respondents within the state of Ohio found to be lower than the corresponding interstate fares, charges, and rates authorized by the order in Ex Parte 74, *Increased Rates, 1920*, 58 I. C. C., 220, and to be unduly prejudicial to interstate passengers and shippers, unduly preferential of intrastate passengers and shippers, and unjustly discriminatory against interstate commerce.

American Fork & Hoe Co. v. St. L. & S. F. R. R. Co., 60 I. C. C., 85.

200. On further consideration of the entire record, 53 I. C. C., 245, rates on handle material, not further finished than sawed or turned to shape, in carloads, from Blytheville, Ark., to Thebes, Ill., and certain other destinations, found to have been unreasonable. Reparation awarded.

Intrastate rates within the state of Illinois, 60 I. C. C., 92.

201. Certain rates and charges, for freight services and transportation of milk and cream, required by state authority to be maintained by the respondent carriers within the state of Illinois, found to be lower than the corresponding rates and charges authorized in Ex Parte 74, *Increased Rates, 1920*, 58 I. C. C. 220 and 302, and to be unduly preferential of intrastate traffic and shippers and of localities within the state, unduly prejudicial to interstate traffic and shippers and to localities outside the state, and unduly, unjustly, and unreasonably to discriminate against interstate commerce.

Standard Oil Co. v. Director General, 60 I. C. C., 105.

202. Rates for the transportation of crude, fuel, and gas oils from Crichton and Shreveport, La., to Louisville, Ky., found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaints dismissed.

Shaffer Oil & Refining Co. v. Director General, 60 I. C. C., 110.

203. Rate on gas oil, in tank cars, from Cushing, Okla., to Neodesha, Kans., found to have been unreasonable and unduly prejudicial. Reparation awarded.

Kurth Malting Co. v. Director General, 60 I. C. C., 114.

204. Rate on barley malt, in carloads, from Great Falls, Mont., to Milwaukee, Wis., found not unreasonable or otherwise unlawful. Complaint dismissed.

Mount Hood Railroad Co. v. Director General, 60 I. C. C., 116.

205. Demurrage charges for the detention on complainant's line of cars moving in interstate transportation found to have been legally applicable, and not shown to have been unreasonable or otherwise unlawful. Complaint dismissed.

Holly Ridge Lumber Co. v. Director General, 60 I. C. C., 120.

206. Switching charge of 2 cents per 100 pounds applicable at Monroe, La., found not unreasonable or otherwise unlawful. Complaint dismissed.

Riverton Lime Co. v. Director General, 60 I. C. C., 123.

207. Interplant switching charges for the movement at Carson (Riverton), Va., of limestone and lime, in carloads, during the period June 25, 1918, to November 7, 1918, inclusive, found unreasonable. Reparation awarded.

Midland Refining Co. v. Director General, 60 I. C. C., 125.

208. Rate on sulphuric acid in tank-car loads from Coffeyville, Kans., to Eldorado, Kans., found not unreasonable. Complaint dismissed.

Grain and grain products, 60 I. C. C., 128.

209. Proposed increased local rates on grain and grain products, in carloads, from St. Louis, Mo., Peoria and Chicago, Ill., St. Paul, Minn., and other points to Kansas City, Mo.-Kans., found justified. Order of suspension vacated and proceeding discontinued.

Plymouth Coal Co. v. D., L. & W. R. R. Co., 60 I. C. C., 133.

210. Report on further hearing, 56 I. C. C., 699, modified as to the amount of reparation awarded.

Trackage charge on loaded cars, 60 I. C. C., 134.

211. Schedules filed by the Chicago & West Ridge Railroad naming trackage charges ordered stricken from our files, the Chicago & West Ridge Railroad not being a common carrier subject to the interstate commerce act.

General American Oil Co. v. Director General, 60 I. C. C., 136.

212. Rates applicable on kerosene oil, in tank-car loads, from Electra and Brownwood, Tex., to Kassel, La., reshipped to Baton Rouge, La., for export, found unreasonable. Reparation awarded.

Roberts Cotton Oil Co. v. Director General, 60 I. C. C., 139.

213. Rate on cotton seed, in carloads, from Clarkton, Mo., to Cairo, Ill., found to have been unreasonable. Reparation awarded.

Acme Cement Plaster Co. v. Director General, 60 I. C. C., 141.

214. Rate applicable on gypsum hollow building blocks, in carloads, from Grand Rapids, Mich., to Asylum, Tenn., found not unreasonable. Complaint dismissed.

Everybody's Mercantile Co. v. C. & N. W. Ry. Co., 60 I. C. C., 143.

215. Rates on sugar, in carloads, from New Orleans, La., to Hospers, Iowa, and Alpena, S. Dak., found unreasonable but not unduly prejudicial. Reparation awarded. Fourth section relief denied.

Chapin-Sacks Mfg. Co. v. Director General, 60 I. C. C., 145.

216. Rate on ice in carloads from Lancaster, Pa., to Washington, D. C., found to have been unreasonable. Reparation awarded.

Consolidation Coal Co. v. Director General, 60 I. C. C., 147.

217. Rate on bituminous coal, in carloads, from mines near Gray, Pa., and Bell, Pa., to Washington, D. C., Uniontown, D. C., and Alexandria, Va., found unreasonable. Reparation awarded.

Condon Baking Co. v. Director General, 60 I. C. C., 149.

218. Rates charged on hollow clay building tile and cement, in carloads, from North Charleston Port Terminals, S. C., to Charleston, S. C., during federal control found illegal. A reasonable rate determined and reparation awarded.

Cade v. Pa. R. R. Co., 60 I. C. C., 151.

219. Storage charges collected at Jersey City, N. J., on flour for export found not unreasonable or otherwise unlawful. Complaint dismissed.

Best-Clymer Mfg. Co. v. Director General, 60 I. C. C., 153.

220. Rate on apple pomace, in carloads, from Watonsville, Calif., to St. Louis, Mo., found unreasonable. Reparation awarded.

Scattergood & Co. v. Director General, 60 I. C. C., 155.

221. Transportation charges collected on a carload of live-stock feed shipped from Chicago, Ill., to Buffalo, N. Y., there stored, and thence reshipped to Montrose, Pa., and transit rule applicable at Buffalo, found not unreasonable. Complaint dismissed.

Washburn-Crosby Co. v. Director General, 60 I. C. C., 157.

222. Rule in defendants' tariffs providing that demurrage charges will begin to run from the first 7 a. m. after receipt of cars from a switching line found unreasonable as applied to shipments received from the switching line between 4 p. m. and 7 a. m. Reparation awarded.

Henderson Lumber Co. v. B. & O. R. R. Co., 60 I. C. C., 159.

223. Estimated weight of 45 pounds per post as applied to a carload shipment of standard 6-foot pit posts from Newark, W. Va., to Benicoll, Pa., not shown to have been unreasonable. Complaint dismissed.

Miller v. Director General, 60 I. C. C., 162.

224. Shipments of logs from a logging spur near Wilkeson, Wash., to Tacoma and Kenneydale, Wash., moving intrastate during the period of Federal control and prior to January 18, 1919, found overcharged and reparation awarded.

225. Shipments moving intrastate during the period of Federal control on and subsequent to January 18, 1919, found undercharged, and applicable rate found unreasonable. Waiver of undercharges authorized.

Coal from Kentucky, Tennessee, and Virginia, 60 I. C. C., 166.

226. Proposed increased rates on coal from points on the Louisville & Nashville Railroad in eastern Kentucky and Tennessee and southwestern Virginia to points in central territory found justified with the exception of those to St. Louis, Mo., and certain intermediate points, to Jeffersonville and New Albany, Ind., and to certain other points.

227. Proposed increased rates on coal from the same points to St. Louis, Mo., and certain intermediate points, to Jeffersonville and New Albany, Ind., to certain other points in central territory, and to points in the west and north-west, found not justified.

Moreland Motor Truck Co. v. Director General, 60 I. C. C., 179.

228. Rate on pressed steel side members of automobile truck frames, in carloads, from Milwaukee, Wis., to Los Angeles, Calif., found unreasonable but not unduly prejudicial. Reparation awarded, and reasonable relationship of rates prescribed for the future.

Northern Brokerage Co. v. Director General, 60 I. C. C., 182.

229. Charges on a carload of potatoes shipped from Kindred, N. Dak., to Rockford, Ill., and reconsigned to Princeton, Ill., found not unreasonable. Refund of overcharge directed and complaint dismissed.

Federal Oil & Supply Co. v. Director General, 60 I. C. C., 185.

230. Rate applicable to the transportation of a carload of steam-cylinder stock from Salt Lake City, Utah, to Cleveland, Ohio, in August, 1918, found to have been unreasonable. Reparation awarded. Fourth section relief denied.

Hawkins v. O. S. L. R. R. Co., 60 I. C. C., 188.

231. Minimum weights applicable on shipments of hay from Rupert, Idaho, and other adjacent points to all points not shown to have been or to be unreasonable or otherwise unlawful. Complaint dismissed.

Chip board and strawboard, 60 I. C. C., 191.

232. Proposed increased rates on chip board and strawboard between points in western trunk line territory found justified. Orders of suspension vacated and proceeding discontinued.

American Sea Green Slate Co. v. Director General, 60 I. C. C., 196.

233. Rates on roofing slate from Granville and Middle Granville, N. Y., West Pawlet, Fair Haven, and Poultney, Vt., to various interstate destinations, not shown to have been or to be unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Keeler Lumber & Fuel Co. v. Director General, 60 I. C. C., 199.

234. Rate charged on coal, in carloads, from Nokomis, Ill., to Shopiere, Wis., found to have been unreasonable. Reparation awarded.

Swift & Co. v. Director General, 60 I. C. C., 201.

235. Rate on sulphuric acid in tank-car loads from Atlanta to La Grange, Ga., in October, 1918, found to have been unreasonable. Reparation awarded.

Montgomery Chamber of Commerce v. Director General, 60 I. C. C., 203.

236. Rates charged for the transportation of corn sirup or glucose, unmixed, in tank cars, from Chicago, Ill., and other points to Birmingham, Montgomery, and Dothan, Ala., not found to be unreasonable, but the adjustment of rates found to be unduly prejudicial to those points and unduly preferential to New Orleans, La. Undue prejudice required to be removed by the establishment of rates to Birmingham and Montgomery not higher than those to New Orleans, and to Dothan not to exceed 10 cents per 100 pounds higher than to New Orleans. Fourth section relief and reparation denied.

Switching and absorption at Paris, S. C., 60 I. C. C., 210.

237. Cancellation of charge for switching service at Paris, S. C., which it is physically impossible to render, the switching track having been removed, per-

mitted upon the filing here by respondent of tariff including Paris, in the Greenville, S. C., switching limits.

Nason Coal Co. v. Director General, 60 I. C. C., 214.

238. Rate on bituminous coal, in carloads, from Nokomis, Ill., to Union Grove, Wis., found to have been unreasonable. Reparation awarded.

Rockford Lumber & Fuel Co. v. Director General, 60 I. C. C., 217.

239. Reconsignment rule providing charges for diversion or reconsignment to points within switching limits before placement, heretofore approved in *Reconsignment Case*, 47 I. C. C., 590, affirmed. Complaint dismissed.

Du Pont de Nemours & Co. v. Director General, 60 I. C. C., 221.

240. Rate on crude sulphur (brimstone), in carloads, from New York to Philadelphia, Pa., Paulsboro and Carneys Point, N. J., and from Baltimore, Md., to Philadelphia, Pa., found unreasonable. Reparation awarded and reasonable basis prescribed for the future.

Fort Dodge Commercial Club v. Director General, 60 I. C. C., 224.

241. Class rates from Fort Dodge, Iowa, to certain points in southwestern Minnesota, eastern South Dakota, and southeastern North Dakota not found unreasonable, but found unduly prejudicial to Fort Dodge and the traffic thereof in so far as they exceed the class rates contemporaneously in effect from Des Moines, Iowa, to the same destinations.

Griffith v. Jennings, 60 I. C. C., 232.

242. Defendants, in the operation of their railroad, are common carriers of property subject to the interstate commerce act.

243. Their method of distributing coal cars during a period of car shortage to shippers on their line found not sufficiently systematic to warrant approval as reasonable for the future, but not shown to have injured complainants or to have resulted in unreasonable or unduly prejudicial distribution of cars.

244. Rates charged on coal moving from complainants' mine to Worth, Pa., not found unreasonable.

Bryant & Chapman Co. v. Director General, 60 I. C. C., 237.

245. Rules, regulations, and practices governing the transportation of milk and cream, in less than carloads, from Cloverdale and Middlesex, Vt., to Hartford, Conn., found unreasonable and unduly prejudicial, and certain charges found to have been assessed and collected illegally. Refund of illegal charges required. Reparation denied.

Du Pont de Nemours & Co. v. Director General, 60 I. C. C., 243.

246. Rates on sulphuric acid, in tank cars, from Paulsboro, N. J., to Rockford, Del., found not unreasonable. Complaint dismissed.

Michigan passenger fares, 60 I. C. C., 245.

247. Certain fares and charges required by state authority to be maintained by the respondent steam railroads within the state of Michigan found to be lower than the corresponding interstate fares and charges authorized in Ex Parte 74, *Increased Rates*, 1920, 58 I. C. C., 220, and *Authority to Increase Rates*, 58 I. C. C., 302, and to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce.

248. Fares and charges prescribed which will remove such preference, prejudice, and discrimination.

Perry County Coal Corp. v. Director General, 60 I. C. C., 250.

249. Rates on coal, in carloads, from certain mines in the Belleville district of southwestern Illinois to points in Missouri on the Mississippi River & Bonne Terre Railway found to be unreasonable and unduly prejudicial. Reasonable joint rates prescribed for the future.

Okl. Producing & Refining Corp. v. Director General, 60 I. C. C., 255.

250. Rates on petroleum and its products, in tank-car loads, from Warren, Pa., St. Mary's, W. Va., and Chicago Heights, Ill., to Muskogee, Okla., found not unreasonable but unduly prejudicial to the extent of their excess over rates contemporaneously maintained to Tulsa, Wagoner, and certain other Oklahoma points. Reparation denied.

Edwards v. Director General, 60 I. C. C., 258.

251. Rate on wire rods of No. 8 gauge or heavier from points in transcontinental group B to South San Francisco, Calif., found not unreasonable, but unduly prejudicial to the extent that it exceeds 90 per cent of the rate contemporaneously maintained by defendants on manufactured galvanized wire, wire netting, and wire rope from and to the same points. Reparation denied.

Prairie Pipe Line Co. v. Director General, 60 I. C. C., 263.

252. Rates collected on secondhand wrought-iron pipe, in carloads, from Cleveland and Kiefer, Okla., to Tiffin, Tex., found in excess of the rates applicable. Refund directed and complaint dismissed.

Wheeler & Timlin v. Director General, 60 I. C. C., 265.

253. Rate charged during federal control on lumber, moving intrastate, in carloads, from Long Lake, Wis., to Dorchester, Wis., found to have been unreasonable. Reparation awarded.

Fogarty v. I. C. R. R. Co., 60 I. C. C., 267.

254. Import rate on sisal, in carloads, from New Orleans, La., to Michigan City, Ind., found not unreasonable or unduly prejudicial. Complaint dismissed.

Cape Girardeau P. C. Co. v. Director General, 60 I. C. C., 269.

255. Rates on crushed gypsum rock from producing points in Oklahoma to Cape Girardeau, Mo., found not unreasonable but found unduly prejudicial. Reparation denied.

American Trading Co. v. Director General, 60 I. C. C., 272.

256. Rates charged on less-than-carload shipments of straw braid from San Francisco, Calif., and Tacoma and Seattle, Wash., to Chicago, Ill., New York, N. Y., and Toronto Ontario imported from Japan and China found not to have been unreasonable or unjustly discriminatory. Complaints dismissed.

Absorption of switching charges, 60 I. C. C., 275.

257. Proposed increased through charges which would result from cancellation of provisions for absorption of switching charges at Coeur d'Alene, Idaho, on shipments of lumber and articles taking same rates originating on the Northern Pacific at that point found not justified. Suspended schedules ordered canceled.

Cancellation of rates from Natchez, Miss., and Vidalia, La., 60 I. C. C., 276.

258. Proposed increased class and commodity rates from Natchez, Miss., and Vidalia, La., to Chicago, Ill., and other points, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Badger Lumber Co. v. A., T. & S. F. Ry. Co., 60 I. C. C., 278.

259. Order entered in accordance with findings in original report, 58 I. C. C., 97.

Buckeye Cotton Oil Co. v. Director General, 60 I. C. C., 281.

260. Rates on cotton seed, in carloads, from Charlotte, N. C., to Augusta and Atlanta, Ga., found to have been unreasonable but not unduly prejudicial. Reparation awarded. Reasonable rates for the future prescribed from Charlotte to Augusta.

Live Poultry & Dairy Shippers' Asso. v. Director General, 60 I. C. C., 284.

261. Second-class rating and rates on live poultry, in carloads, minimum 18,000 pounds, in official classification territory found to be unreasonable to the extent they exceed third class with the same minimum.

South Carolina fares and charges, 60 I. C. C., 290.

262. Certain fares and charges required by state authority to be maintained by the respondents for intrastate transportation within the state of South Carolina, which are lower than the corresponding fares and charges maintained by respondents on interstate transportation within the state of South Carolina and between points in South Carolina and points in other states, found to be unduly prejudicial to persons and localities in interstate commerce, unduly preferential of persons and localities in intrastate commerce, and unjustly discriminatory against interstate commerce.

263. Fare maintained by respondent Seaboard Air Line Railway for the transportation of passengers between Charleston, S. C., and Savannah, Ga., found not justified.

264. Certain fares required by state authority to be maintained by respondent Seaboard Air Line Railway for intrastate transportation to and from points in South Carolina on said respondent's line between Charleston and Savannah, which are lower, distance considered, than the maximum fare prescribed herein for transportation between Charleston and Savannah over said respondent's line, found unduly prejudicial to persons and localities in interstate commerce, unduly preferential of persons and localities in intrastate commerce, and unjustly discriminatory against interstate commerce.

265. Certain other charges required by state authority to be maintained by respondents for intrastate transportation within the state of South Carolina, which are lower than the corresponding charges maintained by respondents on interstate transportation within the state of South Carolina and between points in South Carolina and points in other states, and certain baggage allowances required by state authority to be maintained by respondents in connection with intrastate transportation within the state of South Carolina, which are greater than the corresponding baggage allowances maintained by respondents in connection with interstate transportation within the state of South Carolina and between points in South Carolina and points in other states, found unjustly discriminatory against interstate commerce.

266. The failure of respondents to make a charge in addition to the regular fare against intrastate passengers in South Carolina who board trains without tickets at points where they might have purchased tickets, while contemporaneously making such a charge against interstate passengers in South Carolina and other southern states under similar circumstances, found unjustly discriminatory against interstate commerce. Increase on August 26, 1920, of 20 per cent in the interstate charge found not justified.

267. Fares, charges, and baggage allowances prescribed which will remove such preference, prejudice, and discrimination.

Nebraska rates, fares, and charges, 60 I. C. C., 305.

268. Rates, fares, and charges required by Nebraska State authorities found to subject interstate traffic, and persons and localities outside the State, to undue prejudice and disadvantage and to constitute an unjust discrimination against interstate commerce.

Dickinson Fuel Co. v. C. & O. Ry. Co., 60 I. C. C., 315.

269. Upon complaint praying for an order requiring defendants to refrain from counting box cars used for the transportation of coal as part of the distributive share of cars furnished mines in time of car shortage; *Held*, That no emergency exists, warranting the entry of such an order. Complaint dismissed.

Minimum weight on grain, 60 I. C. C., 318.

270. Proposed cancellation of the application to shipments of grain and grain products of a rule protecting the minimum applicable to car ordered when a carrier for its own convenience supplies a larger car found not justified. Carriers required to cancel proposed schedules without prejudice to filing tariff provisions in accordance with those found proper.

Va.-Car. Chemical Co. v. Director General, 60 I. C. C., 321.

271. Findings in original report, 55 I. C. C., 583, that rates applicable in February and March, 1918, on fertilizer, in carloads, from Mobile, Ala., to points in Louisiana were unreasonable and that complainant is entitled to reparation, affirmed on further hearing.

Cancellation of joint through rates, 60 I. C. C., 324.

272. Proposed cancellation of joint class and commodity rates between Augusta, Ga., and stations on the Augusta Northern Railway found not justified. Suspended schedules ordered canceled.

Jones & Laughlin Steel Co. v. Director General, 60 I. C. C., 325.

273. The Aliquippa & Southern Railroad found to be a common carrier.

274. Rates to and from the plants of complainant and intervener at Woodlawn and West Economy, Pa., found to have been and to be unreasonable and unduly prejudicial. Reparation awarded.

Transit rules and regulations on apples, 60 I. C. C., 333.

275. Proposed cancellation of storage-in-transit arrangement on apples, in carloads, destined to the Atlantic seaboard found not justified. Suspended schedules ordered canceled.

Indiana rates, fares, and charges, 60 I. C. C., 337.

276. Rates, fares, and charges fixed by the public utilities commission of Indiana for intrastate application in Indiana, except rates on coal for distances of 30 miles and less, found to subject persons and localities outside the State to undue prejudice and disadvantage and to result in unjust discrimination against interstate commerce.

277. Fares and charges prescribed which will remove such prejudice and discrimination.

Saw logs between Michigan and Wisconsin points, 60 I. C. C., 350.

278. Proposed cancellation of certain specific rates on saw logs and bolts from points on the Chicago, Milwaukee & St. Paul Railway and the Wisconsin Northwestern Railway in northern Wisconsin and Michigan to Wisconsin points when for manufacture and reshipment via lines of respondent, found justified. Orders of suspension vacated to that extent.

279. Proposed cancellation of joint rates from points served by Copper Range and Mineral Range railroads found not justified. Proposed schedule ordered canceled.

Atlantic Refining Co. v. Director General, 60 I. C. C., 355.

280. Rates on bituminous coal, in carloads, between yards of complainant in Philadelphia, Pa., not shown to have been unreasonable. Complaint dismissed.

Southport Mill. v. Director General, 60 I. C. C., 357.

281. Rates on imported copra, in carloads, from the Pacific coast to New Orleans and Baton Rouge, La., found unreasonable. Reparation awarded.

Wichita Board of Commerce v. Director General, 60 I. C. C., 359.

282. Rates on paper tablets, in carloads, from St. Joseph, Mo., to Wichita, Kans., found not unreasonable or unduly prejudicial. Complaint dismissed.

North Carolina fares and charges, 60 I. C. C., 362.

283. Certain fares required by state authority to be maintained by certain of the respondents within the state of North Carolina found to be lower than the corresponding interstate fares authorized in *Increased Rates, 1920*, 58 I. C. C., 220, and to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce.

284. Certain charges required by state authority to be maintained by certain of the respondents within the state of North Carolina found to be lower than the corresponding charges maintained in interstate commerce within North Carolina and between points in other states and to be unjustly discriminatory against interstate commerce.

285. Baggage allowance of 200 pounds required by state authority to be maintained by certain of the respondents within the state of North Carolina found to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce.

286. Fares, charges, and baggage allowance prescribed which will remove such undue preference, undue prejudice, and unjust discrimination.

George Pottery Co. v. Director General, 60 I. C. C., 372.

287. Charges collected on two carload shipments of kaolin clay, in bulk, billed from Edgar, Fla., to East Palestine, Ohio, but diverted to Columbus, Ohio, upon a change in billing authorized by the complainant, and thence reconsigned to the original destination, found not unreasonable or otherwise in violation of the act. Complaint dismissed.

Va.-Car. Chemical Co. v. Director General, 60 I. C. C., 377.

288. Carload rate on tankage, dry, in bulk from Curtis Bay, Md., to Pinners Point, Va., found not unreasonable. Refund of overcharges directed, and complaint dismissed.

Empire Refineries v. Director General, 60 I. C. C., 379.

289. Rate on kerosene, in tank-car loads, from Cushing, Okla., to Vaughn, N. Mex., found not unreasonable. Complaint dismissed.

Lake Park Refining Co. v. Director General, 60 I. C. C., 381.

290. Rate charged on petroleum fuel oil, in tank-car loads, from Ponca City, Okla., to Hutchinson Station, Ill., in February and March, 1918, found not to have been unreasonable. Present rate found unreasonable and reasonable maximum rate prescribed for the future.

Standard Asphalt & Refining Co. v. Director General, 60 I. C. C., 384.

291. Rates on crude petroleum, in tank-car loads, from Plaquemine and New Orleans, La., to Independence, Kans., found not unreasonable or unduly prejudicial. Complaint dismissed.

Utah rates, fares, and charges, 60 I. C. C., 388.

292. Present intrastate passenger fares of steam railroads in Utah found to subject interstate and foreign commerce to unjust discrimination.

293. Present intrastate rates on coal and on ore not found unreasonably preferential, unduly prejudicial, or unjustly discriminatory.

Natchez Chamber of Commerce v. Director General, 60 I. C. C., 397.

294. Practice of certain defendants in loading and unloading carload freight, other than export and import freight, into or out of warehouses at New Orleans, La., without charge, while refusing to perform such service at Natchez and Vicksburg, Miss., and Baton Rouge, La., found to be unduly preferential of shippers at New Orleans and unduly prejudicial to their competitors at Natchez, Vicksburg, and Baton Rouge. Undue prejudice ordered removed.

Greater Des Moines Committee v. Director General, 60 I. C. C., 403.

295. Rates on flaxseed, in carloads, from Minneapolis, St. Paul, and Duluth, Minn., to Des Moines, Iowa, found not unreasonable or unduly prejudicial. Complaint dismissed.

Rudy-Patrick Seed Co. v. St. L.-S. F. Ry. Co., 60 I. C. C., 411.

296. Freight charges on two mixed carloads of seeds shipped from Lamar, Mo., and Middleton, Okla., to Kansas City, Mo., found to have been legally assessed and not unreasonable. Complaint dismissed.

Press cloth rates, 60 I. C. C., 414.

297. Cancellation of a commodity rate of 50 cents per 100 pounds on hair and wool press cloth, in carloads, from Houston, Tex., to Vicksburg, Miss., and New Orleans, La., applicable only over routes composed in part of carriers that during the period of government operation were not under federal control, found to have been justified.

Kalamazoo Tank & Silo Co. v. Director General, 60 I. C. C., 418.

298. Storage charges on hollow building tile held on carrier's right of way at Boone, Iowa, found to have been unreasonable. Reparation awarded and measure of maximum reasonable charges prescribed.

Intrastate rates within the state of Texas, 60 I. C. C., 421.

299. Certain intrastate rates, fares, and charges of respondent carriers in Texas, lower than the corresponding rates, fares, and charges authorized by Ex Parte 74, *Increased Rates*, 1920, 58 I. C. C., 220, found to be unduly preferential of persons and localities in intrastate commerce in Texas, unduly prejudicial to persons and localities in interstate commerce, and unjustly discriminatory against interstate commerce. Rates, fares, and charges prescribed which will remove such preference and discrimination.

Harris Brothers Co. v. Director General, 60 I. C. C., 428.

300. Fourth-class rating and rates on locomotives, k. d., from New York, N. Y., to Bellwood, Pa., found applicable. Complaint dismissed.

Memphis Freight Bureau v. Director General, 60 I. C. C., 431.

301. Rate on mussel shells, in carloads, from Bowling Green, Ky., to Memphis, Tenn., found unreasonable. Reparation awarded.

Newton Oil Mill v. Director General, 60 I. C. C., 433.

302. Rates on cotton seed, in carloads, from various points in Louisiana to Newton, Miss., found not unduly prejudicial or unreasonable, except rates basing on Rayville, La. These found unreasonable, reasonable rates prescribed, and reparation awarded.

303. Fourth section relief denied.

Indian Refining Co. v. Director General, 60 I. C. C., 438.

304. Rate on petroleum gas oil, in carloads, from Lawrenceville, Ill., to Clayton, Miss., found unreasonable. Reparation awarded. Fourth section relief denied.

Ludlow Mfg. Asso. v. Director General, 60 I. C. C., 441.

305. Rate on jute and jute butts, in carloads, from East Boston, Mass., to Ludlow Junction, Mass., during federal control, found unreasonable. Reparation awarded.

Central Steel Co. v. C. & O. Ry. Co., 60 I. C. C., 443.

306. Rate charged on coal, in carloads, from points in the Kanawha district of West Virginia to Massillon, Ohio, found inapplicable and unlawful; that and the rates applicable found unreasonable, but not unjustly discriminatory, unduly prejudicial, or in violation of section 4 of the act. Reparation awarded.

Procter & Gamble Mfg. Co. v. Director General, 60 I. C. C., 447.

307. Rate on cottonseed oil, in tank-car loads, from Carlisle, S. C., to Port Ivory, N. Y., found unreasonable. Reparation awarded.

308. Fourth section relief denied.

Standard Oil Co. v. Director General, 60 I. C. C., 449.

309. Rates on crude petroleum, in tank-car loads, from Bowling Green, Ky., and Rugby Road, Tenn., to Louisville, Ky., found to have been unreasonable. Reparation awarded.

310. Fourth section relief denied.

Seaboard Oil & Refining Co. v. Director General, 60 I. C. C., 451.

311. Rates on sulphuric acid, in tank-car loads, from New Orleans, La., to Orange, Tex., found unreasonable and unlawful. Reasonable maximum rates prescribed and reparation awarded.

312. Fourth section relief denied.

Silica Sand Producers' Asso. v. Director General, 60 I. C. C., 453.

313. On further hearing, see 58 I. C. C., 549, rates on silica sand, in carloads, from the Ottawa district in northern Illinois to points east of the Indiana-Illinois state line, as compared with rates from Grays Summit, Silica, and Pacific, Mo., to the same destinations, found to subject sand producers in the Ottawa district to undue prejudice and disadvantage to the undue preference and advantage of competing sand producers located at the Missouri points named. Nonprejudicial relationship of rates prescribed.

Sparr Fruit Co. v. R. G., E. P. & S. F. R. R. Co., 60 I. C. C., 455.

314. Carload of lemons shipped from Fillmore, Calif., to El Paso, Tex., found not to have been misrouted. Charges thereon found illegal but not unreasonable or unjustly discriminatory. Refund of overcharge directed. Complaint dismissed.

Southern Fuel Co. v. Director General, 60 I. C. C., 457.

315. Rate applicable on chestnut coal in carloads from Brewer, Okla., to Bauxite, Ark., found not unreasonable or otherwise unlawful. Complaint dismissed.

Cambria Steel Co. v. Director General, 60 I. C. C., 459.

316. Rates on manganese ore in carloads from Philipsburg, Mont., to Wharton, N. J., and Johnstown, Pa., found to have been unduly prejudicial. Reparation denied.

Tex. Cotton Seed Crushers' Asso. v. Director General, 60 I. C. C., 465.

317. Rate on copra, in carloads, from Seattle and Tacoma, Wash., to Dallas, Tex., found unreasonable. Reparation awarded.

Louisiana rates, fares, and charges, 60 I. C. C., 467.

318. Certain fares, charges, and rates required by state authority to be maintained by the respondent steam railroads within the state of Louisiana found to be lower than the corresponding interstate fares, charges, and rates authorized in Ex Parte 74, *Increased Rates, 1920*, 58 I. C. C., 220, and to be unduly preferential of intrastate passengers and shippers, unduly prejudicial to interstate passengers and shippers, and unjustly discriminatory against interstate commerce.

American Tobacco Co. v. Director General, 60 I. C. C., 486.

319. Rate on leaf or unmanufactured tobacco, in carloads, from San Francisco, Calif., to New York, N. Y., found not unreasonable or otherwise unlawful.

320. Rate on leaf or unmanufactured tobacco, in carloads, from Tacoma, Wash., and Vancouver, British Columbia, to New York, N. Y., found unreasonable. Reparation awarded.

Universal P. C. Co. v. B. & L. E. R. R. Co., 60 I. C. C., 489.

321. Rate on cement, in carloads, from Universal, Pa., to Benham, Ky., found unreasonable. One shipment found to have been misrouted. Reparation awarded.

Kirk & Co. v. C. & N. W. Ry. Co., 60 I. C. C., 491.

322. Upon complaint bringing under consideration the defendant carrier's demurrage tariffs and practices in connection therewith and asking reparation on various shipments detained at Chicago, Ill., *Held*: That the charges collected were applicable and the practices complained of were not unreasonable or otherwise unlawful. Complaint dismissed.

Boldt Glass Co. v. Director General, 60 I. C. C., 495.

323. Rates on glass bottles, in carloads, from Huntington, W. Va., to Midway and Frankfort, Ky., found unreasonable. Measure of reasonable maximum rates prescribed for the future and reparation awarded.

324. Fourth section relief denied.

Robinson Clay Product Co. v. Director General, 60 I. C. C., 499.

325. Rate on bituminous coal, in carloads, from Sugar Creek, Ohio, to Parral, Ohio, during federal controls found not unreasonable. Complaint dismissed.

U. S. Importing & Exporting Co. v. Director General, 60, I. C. C., 500.

326. Charges on fragments of band-iron baling ties, in carloads, from Milwaukee, Wis., and Chicago, Ill., to Portland and Oregon City, Oreg., respectively, found not unreasonable. Complaint dismissed.

Pittsburgh Crucible Steel Co. v. Director General, 60 I. C. C., 503.

327. Rate on crude dolomite, in carloads, from Union Stone Company, Pa., to Midland, Pa., during federal control, found to have been unreasonable. Reparation awarded.

Empire Cotton Oil Co. v. Director General, 60 I. C. C., 505.

328. Rate applicable on cotton seed in carloads from Somerville, Tenn., to Atlanta, Ga., found unreasonable. Reparation awarded.

Atlantic Refining Co. v. Director General, 60 I. C. C., 506.

329. Rate applied on coal-tar naphtha in tank-car loads from Ontario street station to Point Breeze station in Philadelphia, Pa., during federal control, found unreasonable. Reparation awarded.

Coal to Atlanta, Ga., 60 I. C. C., 509.

330. Proposed change in routing of coal from mines in Kentucky and Tennessee on the Louisville & Nashville to Atlanta, Ga., beyond Cartersville, Ga., found justified. Order of suspension vacated and proceeding discontinued.

Fish oil from St. Mary's Ga., 60 I. C. C., 511.

331. Proposed increased carload commodity rates on fish oil, in barrels or tank cars, from St. Mary's Ga., to Ohio and Mississippi river crossings, Boston, Mass., Providence, R. I., New York, N. Y., Philadelphia, Pa., and Baltimore, Md., found not justified. Suspended schedules ordered canceled.

Galion Iron Works & Mfg. Co. v. Director General, 60 I. C. C., 515.

332. Rates on cast-iron culverts or culvert pipe, in carloads, from Galion, Ohio, to points in Oklahoma, Kansas, and Nebraska found not to have been or to be unjust, unreasonable, unjustly discriminatory, or otherwise unlawful. Complaint dismissed.

Cairo Asso. v. B. C. R. R. Co., 60 I. C. C., 519.

333. Class rates between Cairo, Ill., and points in southeast Missouri found to be reasonable but to be unduly prejudicial to Cairo to the extent that they exceed by more than reasonable bridge tolls the rates contemporaneously main-

tained by defendants for similar distances between points in southeast Missouri. The undue prejudice ordered removed.

United Chemical Co. v. Director General, 60 I. C. C., 523.

334. Refusal of Indiana Harbor Belt Railroad Company to grant an allowance to complainants for the cost of switching performed by complainants found to have resulted in unreasonable and unduly prejudicial charges for transportation. Reparation awarded.

Georgia rates, fares, and charges, 60 I. C. C., 527.

335. Rates and charges on cotton, cotton linters, and brick, applied intrastate in Georgia by requirement of the Georgia state authorities, found to result in undue prejudice to shippers of interstate traffic, in undue preference of shippers of intrastate traffic, and in unjust discrimination against interstate commerce.

Wichita Board of Commerce v. Director General, 60 I. C. C., 536.

336. Rates on horses and mules, in carloads, from Wichita, Kans. to points in Arkansas, Louisiana, Texas, and to Memphis, Tenn., found not unreasonable except as indicated, but, except to Memphis, found unduly prejudicial to the extent that they exceed the rates contemporaneously maintained on like traffic from Kansas City to the same destinations, and to Memphis unduly prejudicial to the extent that they exceed the rates contemporaneously in effect from Kansas City by more than \$10 per standard car, with rates on larger cars in proportion. Undue prejudice ordered removed. Reparation awarded on certain shipments.

Downey Ship Building Corp. v. S. I. R. T. Ry. Co., 60 I. C. C., 543.

337. Defendants' failure to switch and spot cars at points within complainants' plant beyond the established interchange tracks or to make an allowance to complainants for performing that service with their own facilities not shown to have been unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Meridian Traffic Bureau v. Director General, 60 I. C. C., 549.

338. Rates on imported blackstrap molasses, in tank-car loads, from New Orleans, La., Mobile, Ala., and Gulfport, Miss., to Meridian, Miss., found not unreasonable. Complaint dismissed.

Florida rates, fares, and charges, 60 I. C. C., 551.

339. Certain rates and charges prescribed by the Railroad Commissioners of the State of Florida, and charged by several steam railroads for intrastate transportation in Florida, found to result in undue prejudice to shippers of interstate traffic, in undue preference of shippers of intrastate traffic, and in unjust discrimination against interstate commerce.

National Spring & Wire Co. v. Director General, 60 I. C. C., 564.

340. Refusal of defendants to absorb, on interstate carload traffic to or from complainants' plants located on the tracks of the Michigan Railroad at Grand Rapids, Mich., the switching charges of that road, while contemporaneously absorbing one another's switching charges on like traffic to or from industries located on their tracks at that point under substantially similar circumstances and conditions, found to be unjustly discriminatory. Unjust discrimination ordered removed and reparation denied.

Northern W. Va. Coal Asso. v. P. R. R. Co., 60 I. C. C., 569.

341. Practices of the Director General during the period from July 1, 1919, to March 1, 1920, in the distribution of coal cars to mines on the Monongahela Railway and the Morgantown & Wheeling Railway found to have been unduly prejudicial to operators of coal mines on those roads.

342. Case held open for further hearing as to the extent of the damages, if any, suffered by complainant's members as the result of the undue prejudice.

Allegheny Steel Co. v. Director General, 60 I. C. C., 575.

343. The failure of the defendants to perform the service of switching and spotting interstate carload shipments moving between the trunk line and loading and unloading points within the limits of complainant's plant, or to make complainant an allowance covering the cost of that service performed by it, not shown to be unreasonable, but found to subject complainant to unjust discrimination. Reparation denied.

Sulphur and brimstone, 60 I. C. C., 579.

344. Proposed increased rates and lower minimum on sulphur, ground or refined, in carloads, from points in Louisiana and Texas to interstate destinations found justified. Order of suspension vacated and proceeding discontinued.

Acid from Hillsboro, Ill., 60 I. C. C., 583.

345. Proposed cancellation of commodity rate on acid n. o. i. b. n., in tank-car loads, from Hillsboro, Ill., to certain Ohio River crossings, found justified. Order of suspension vacated and proceeding discontinued.

Grain from Mississippi and Missouri River crossings, 60 I. C. C., 586.

346. Proposed increased rates, local and proportional, on grain and grain products from Mississippi and Missouri River crossings and related points to destinations in Arkansas found not justified, with the exception of increased local rates from Kansas City, Mo., and points taking the same or related rates, to Arkansas City and Eudora.

Hines Lumber Co. v. Director General, 60 I. C. C., 590.

347. Rates on lumber, in carloads, from Chicago, Ill., to points in eastern trunk line territory, and to points in central territory, found not unreasonable or unjustly discriminatory, but found unduly prejudicial. Reparation denied and complaint dismissed.

Sloss-Sheffield Steel & Iron Co. v. L. & N. R. R. Co., 60 I. C. C., 595.

348. Upon further hearing reparation awarded on shipments of pig iron, in carloads, from points in Alabama and Tennessee to Ohio River crossings and points in central freight association territory. Preceding supplemental report 52 I. C. C., 576.

Beall v. W. T. Co., 60 I. C. C., 600.

349. Certain intrastate passenger fares of the defendant electric railroad in Ohio found to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares prescribed which will remove such preference, prejudice, and discrimination.

Dewey P. C. Co. v. Director General, 60 I. C. C., 609.

350. Rates on natural stone or grinding pebbles, in carloads, from Denver, Pueblo, Arvada, Mount Olivet, Wiggington, and Golden, Colo., to Dewey, Okla., found not to have been unreasonable or otherwise unlawful. Reasonable rates for the future from Arvada, Mount Olivet, Wiggington, and Golden prescribed.

Procter & Gamble Mfg. Co. v. Director General, 60 I. C. C., 613.

351. Rate on silicate of soda, in tank-car loads, from Rahway, N. J., to Port Ivory, Staten Island, N. Y., found to have been unreasonable. Reparation awarded.

French Lick Springs Hotel Co. v. A. & W. Ry. Co., 60 I. C. C., 615.

352. Rates and ratings maintained in western classification territory on drugs or medicines not otherwise indexed by name found applicable to shipments of concentrated Pluto water but unreasonable to the extent that they exceed the rates and ratings contemporaneously maintained on mineral water, not carbonated, and analogous commodities taking the same rates.

Pearson v. Director General, 60 I. C. C., 619.

353. Rate on crushed stone, in carloads, from New Braunfels, Tex., to De Ridder, La., found unreasonable. Reparation awarded and measure of reasonable maximum rate prescribed.

Du Pont de Nemours & Co. v. Director General, 60 I. C. C., 621.

354. Certain carload shipments of crushed rock from Trap Rock, Pa., and of ashes or cinders from Coatesville, Pa., to Carney's Point, N. J., found to have been misrouted. Some found to have been overcharged. Reparation awarded and refund of overcharge directed.

Nevada rates, fares, and charges, 60 I. C. C., 623.

355. Certain rates, fares, and charges required by state authority to be maintained by the respondents within the state of Nevada found to be lower than the corresponding interstate rates, fares, and charges authorized by *Increased Rates*,

1920, 58 I. C. C., 220, and to be unduly prejudicial to interstate passengers and shippers, unduly preferential of intrastate passengers and shippers, and unjustly discriminatory against interstate commerce.

Inland Steel Co. v. Director General, 60 I. C. C., 640.

356. Upon further hearing, finding upon reargument, 57 I. C. C., 339, that application of the same rate on iron and steel articles in carloads from Chicago, Ill., Terre Haute and Vincennes, Ind., and Pittsburgh, Pa., to Pacific ports for export is unduly prejudicial to Chicago, Terre Haute, and Vincennes, affirmed, subject, however, to increase permitted in *Increased Rates*, 1920, 58 I. C. C., 220.

Water competitive rates on lumber, 60 I. C. C., 643.

357. Proposed increased rates on lumber from points in the south to eastern trunk line and New England territories found not justified. Suspended schedules ordered canceled.

Harlem Feed & Grocery Co. v. Director General, 60 I. C. C., 652.

358. Storage charges at Cazenovia, N. Y., on carload shipments of grain and grain products found not unreasonable or unduly prejudicial, but certain shipments found to have been overcharged. Refund of overcharges directed and complaint dismissed.

Union Petroleum Co. v. Director General, 60 I. C. C., 655.

359. Rate on gasoline, in tank-car loads, from Iowa Park, Tex., to Westwego, La., for export, found not unreasonable. Shipments found to have been misrouted and reparation awarded.

Bissinger & Co. v. Director General, 60 I. C. C., 657.

360. Rate on green salted hides from Cheyenne, Wyo., to Salt Lake City, Utah, found not unreasonable. Complaint dismissed.

Acme Cement Plaster Co. v. Director General, 60 I. C. C., 659.

361. Rates on gas oil, in tank-car loads, from Iowa Park, Tex., to Acme, Okla., found unreasonable to the extent that they exceeded rates on fuel oil, in tank-car loads, by more than 2.5 cents. Adjustment of charges collected without tariff authority to that basis directed and complaint dismissed.

Empire Cotton Oil Co. v. Director General, 60 I. C. C., 661.

362. Rate on cotton seed, in carloads, from Pageland, S. C., to Atlanta, Ga., found unreasonable. Reparation awarded and maximum reasonable rate prescribed for the future.

Armour & Co. v. Director General, 60 I. C. C., 663.

363. Express rates on oleomargarine, in less than carloads, from Kansas City, Kans., to Los Angeles, Calif., found unreasonable. Reparation awarded.

Tarver, Steele & Co. v. Director General, 60 I. C. C., 666.

364. Charges applicable on cotton from Bradley, Buckner, and Waldo, Ark. to Galveston, Tex., compressed in transit at Texarkana, Ark.-Tex., Longview, or Marshall, Tex., found to have been unreasonable. Reparation awarded.

Buick Motor Co. v. Director General, 60 I. C. C., 669.

365. Rates charged on automobile tire carriers, in carloads, from Detroit, Mich., to Flint, Mich., during federal control, found applicable and not unreasonable. Complaint dismissed.

Atlantic Paper & Pulp Corp. v. Director General, 60 I. C. C., 671.

366. Rate on wood pulp, in carloads, from Port Wentworth, Ga., to Bogalusa, La., found to have been unreasonable. Reparation awarded.

Lion Coal Co. v. U. Ry. Co., 60 I. C. C., 674.

367. Rates charged by the Directors General during the period of federal control to various points, and by the common carrier defendants to interstate points since the termination of federal control, for the transportation of coal in carloads from the Castle Gate group of mines on the lines of the defendants included and include the placing of cars at the mine tipples and the switching of cars from the mines of all the separate lines herein described with the sole exception of the mine of the complainant from which a separate charge was provided for in the tariff in addition to the group rate.

368. Rates on such traffic from complainant's mine to various points during the period of federal control, and to interstate destinations on lines of the defendants since the termination of federal control, found to have been unreasonable and unduly prejudicial in the past and for the future to be unduly prejudicial to the extent that the interstate through rates exceeded or may exceed the rates contemporaneously applicable from the mines of the fuel company as described in the report and which rates shall not exceed the interstate rates contemporaneously applicable from the Castle Gate group, as now described in defendants' tariffs to the same destinations.

369. Reparation awarded, and reasonable and nonprejudicial relationship of rates prescribed for the future.

Electric Coal Co. v. Director General, 60 I. C. C., 683.

370. Rates on bituminous coal applicable during the period of Federal control from Bronson to Chicago, Milford, and Jamaica, all in Illinois, as components of through rates from Missionfield, Ill., made by combination on Bronson, considered and (a) the rates to Chicago and Milford found not to have been unreasonable and (b) the rate to Jamaica found to have been unreasonable. Reparation awarded.

371. Separate rate of the electric line from Missionfield to Bronson not passed upon, as that carrier was not under Federal control.

372. Joint rate from Missionfield to Milford, effective June 27, 1919, found unreasonable during the remainder of the period of Federal control. Reparation awarded.

Holmes & Hallowell Co. v. G. N. Ry. Co., 60 I. C. C., 687.

373. Rates on coal from the head of the Lakes to various points in the States of Minnesota, North Dakota, and South Dakota found unreasonable and unduly prejudicial. A reasonable basis of rates prescribed. Reparation denied.

Farmers Fuel Co. v. Director General, 60 I. C. C., 715.

374. Higginsville Switch Co. found not to be a common carrier subject to the interstate commerce act.

375. Rates on coal, in carloads, from junctions with the switch company at Higginsville, Mo., to destinations in Missouri and Kansas found not unreasonable, unjustly discriminatory, or unduly prejudicial. Prayer for joint rates denied. Complaint dismissed.

Lowry Lumber Co. v. Director General, 60 I. C. C., 718.

376. Charges on four carloads of lumber from Wiergate, Tex., to Little Falls, N. Y., reconsigned to Auburn, Me., and Hartford and Thomaston, Conn., based upon the rates to and from Little Falls, plus demurrage and reconsignment charges, found not unreasonable. Complaint dismissed.

Illiff-Bruff Chemical Co. v. Director General, 60 I. C. C., 720.

377. Rate charged during Federal control on sulphuric acid, in tank-car loads, from Danville, Ill., to Hoopeston, Ill., found to have been unreasonable. Reparation awarded.

Central Pa. Lumber Co. v. Director General, 60 I. C. C., 723.

378. Charges collected on intrastate shipments of old rails, in carloads, from Port Allegany to Masten, Pa., between July 1, 1918, and September 11, 1918, found not unreasonable. Complaint dismissed.

Meron v. Director General, 60 I. C. C., 725.

379. Rate on sand, in carloads, from Boonville, N. Y., to McKeever, N. Y., during Federal control found to have been unreasonable. Reparation awarded.

International Agricultural Corp. v. Director General, 60 I. C. C., 726.

380. Rates charged for the transportation of fuel oil, in tank cars, from Tampa and Port Tampa, Fla., to points in the Bone Valley district of Florida found not to have been or to be unreasonable. Complaint dismissed.

Ryan Fruit Co. v. S. P. Co., 60 I. C. C., 733.

381. Through rates on deciduous and citrus fruits, in carloads, from certain points in California to Salt Lake City and Ogden, Utah, found to have been and to be unreasonable. Reasonable relationship of rates prescribed for the future and reparation awarded.

Odell-Daly Material Co. v. Director General, 60 I. C. C., 737.

382. Rate applicable on silica sand, in carloads, from Guion, Ark., to Sapulpa, Okla., found unreasonable. Reparation awarded.

Lowry Lumber Co. v. B. & M. R. R., 60 I. C. C., 739.

383. Demurrage charges collected for the detention at Maybrook, N. Y., of a carload of lumber shipped from Standard, Ia., to Maybrook, thence reconsigned to Newburyport, Mass., found not unreasonable or otherwise unlawful. Complaint dismissed.

Greater Belleville Board of Trade v. E. St. L. & S. Ry. Co., 60 I. C. C., 741.

384. Defendants' fares for the transportation of passengers from Belleville and East St. Louis, Ill., to St. Louis, Mo., found not unreasonable, unduly prejudicial, or otherwise unlawful. Complaint dismissed.

Swift & Co. v. C. N. Rys., 60 I. C. C., 747.

385. Rates between points in western Canada and St. Paul, Minn., and points south and east thereof, not found unreasonable. Complaint dismissed.

Okla. Petroleum & Gas. Co. v. Director General, 60 I. C. C., 750.

386. Rates on caustic soda, in carloads, from St. Louis, Mo., and points east thereof to Tulsa, Sand Springs, Cushing, and Bristow, Okla., found unreasonable. Maximum reasonable rates prescribed and reparation awarded. Issue of undue prejudice-reserved for further hearing.

Procter & Gamble Co. v. Director General, 60 I. C. C., 757.

387. Rates applicable on peanut oil, in tank-car loads and in less than carloads, from Suffolk, Va., to Macon, Ga., found not unreasonable or unduly prejudicial. Complaint dismissed.

Century Glass Sand Co. v. Director General, 60 I. C. C., 759.

388. Rate in effect during Federal control on silica sand, in carloads, from Imperial, W. Va., to Pennsboro, W. Va., found unreasonable. Reparation awarded.

Crumpp Co. v. Director General, 60 I. C. C., 761.

389. Rate on a carload of automobile guard rails from Milwaukee, Wis., to Richmond, Va., found unreasonable. Reparation awarded.

Consolidation Coal Co. v. C. & O. Ry. Co., 60 I. C. C., 763.

390. Millers Creek Railroad held to be a common carrier, subject to the interstate commerce act.

391. Rates on coal, in carloads, from points on the Millers Creek Railroad, resulting from the cancellation by the Chesapeake & Ohio Railway of the absorption of the switching charge of the Millers Creek Railroad found unreasonable and unduly prejudicial to the extent they exceeded or may exceed the rates contemporaneously applicable from group-5 district of the Chesapeake & Ohio Railway Company.

Interstate Cotton Seed Asso. v. Director General, 61 I. C. C., 1.

392. First-class rates, any quantity, applicable on hair and wool press cloth from Boston, Mass., New York, N. Y., Philadelphia, Pa., and related points to points in Texas and the southeast; from Houston Tex., to points in the southeast; and between points in the southeast not found unreasonable or unduly prejudicial when applied on less-than-carload shipments, but found unreasonable as applicable on carload shipments. Reasonable carload rates prescribed for the future.

393. Conclusions reached in *Oriental Textile Mills v. A. & V. Ry. Co.*, 48 I. C. C., 31, modified, in part, on further hearing.

Class and commodity rates between Ohio River crossings, 61 I. C. C., 10.

394. Proposed increased interstate joint and proportional rail-and-water class and commodity rates between Ohio River crossings and related points and landings on the Cumberland River, via Burnside, Ky., found not justified. Suspended schedules ordered canceled.

Pequest Co. v. Director General, 61 I. C. C., 16.

395. Rate charged on iron ore, in carloads, from Pohatecong Railroad interchange tracks near Oxford Furnace, N. J., to Oxford Furnace found to have been unreasonable. Reparation awarded.

Sinclair Refining Co. v. Director General, 61 I. C. C., 18.

396. Rates on spent sulphuric or sludge acid in tank-car loads from Arkansas City, Eldorado, Augusta, and Wichita, Kans., to Coffeyville, Kans., found to have been unreasonable. Reparation awarded.

Lieberman Iron Co. v. Director General, 61 I. C. C., 21.

397. Rate charged on 20 carloads of scrap iron and iron turnings from Detroit, Mich., to Granite City, Ill., and St. Louis, Mo., found to have been legally applicable. Complaint dismissed.

Barber Co. v. Director General, 61 I. C. C., 23.

398. Rates on rosin and turpentine from Perry, Athena, Carbur, and Salem, Fla., to Chicago, St. Paul, Minneapolis, and other points in Illinois, Wisconsin, Minnesota, Iowa, and states west thereof found to be not unreasonable but unduly prejudicial. Reparation denied and nonprejudicial rates prescribed for the future.

Schwartz v. T. & N. O. R. R. Co., 61 I. C. C., 29.

399. Rate applicable on secondhand boiler flues and tubes, in carloads, from Port Arthur, Tex., to St. Louis, Mo., found unreasonable. Waiver of certain undercharges directed and complaint dismissed.

400. Rate and demurrage charges applicable on a carload of old boilers from Carson, La., to St. Louis, Mo., not shown to have been unreasonable or otherwise unlawful. Complaint dismissed.

United Iron Works Co. v. Director General, 61 I. C. C., 33.

401. Rates on iron pipe fittings, in carloads, from Okmulgee, Okla., to points in Missouri, Illinois, Kansas, and Texas found unreasonable and unduly prejudicial. Reparation awarded and reasonable maximum and nonprejudicial rates prescribed for the future.

402. Rates on wrought-iron pipe, in carloads, from points in Oklahoma to points in Texas found unreasonable. Reparation awarded and reasonable maximum rates prescribed for the future.

403. Fourth section relief denied.

Quinton Spelter Co. v. F. S. & W. R. R. Co., 61 I. C. C., 43.

404. Rates on fire brick, fire clay, and dobies, in carloads, from St. Louis and Mexico, Mo., to Quinton, Okla., found on rehearing to have been unreasonable to the extent that they exceeded the aggregates of intermediate rates. Reparation awarded. Prior finding that complainant is not shown to have been damaged by the alleged undue prejudice affirmed on rehearing. Original report 53 I. C. C., 529.

Birdsboro Stone Co. v. P. R. R. Co., 61 I. C. C., 46.

405. Rates charged on shipments of crushed rock in carloads from Monocacy, Pa., to destinations in the states of Pennsylvania, Maryland, Delaware, and New Jersey found to have been unreasonable. Reparation awarded.

Hewitt-Lea-Funck Co. v. Director General, 61 I. C. C., 49.

406. Demurrage charges applicable for detention of a carload of lumber, etc., at Eagle, Colo., found not unreasonable or otherwise unlawful. Complaint dismissed.

Stone Products Co. v. Director General, 61 I. C. C., 51.

407. Rate on ground limestone, in carloads, from Bedford, Ind., to Streator, Ill., found not unreasonable or unduly prejudicial. Complaint dismissed.

National Asbestos Mfg. Co. v. Director General, 61 I. C. C., 54.

408. Rate during federal control on asphaltum, in carloads, from Bayonne, Constable Hook, and Warners, N. J., to Jersey Avenue Station, Jersey City, N. J., found to have been unreasonable. Reparation awarded.

Pittsburgh Crucible Steel Co. v. Director General, 61 I. C. C., 56.

409. Rate on limestone, in carloads, from Williamson, Pa., to Midland, Pa., during federal control, found not unreasonable. Complaint dismissed.

Salt from Utah to San Francisco, 61 I. C. C., 58.

410. Proposed changes in rates on salt, carloads, from Burmester and Salduro, Utah, and Reno, Nev., to San Francisco, Calif., and points intermediate

thereto, found justified. Order of suspension vacated and proceeding discontinued.

Marshall-Young Co. v. Director General, 61 I. C. C., 61.

411. Rate on returned empty beer-substitute carriers, in carloads, from Tulsa, Okla., to Denver, Colo., found unreasonable. Reasonable maximum rate prescribed for the future and reparation awarded.

Anderson & Co. v. Director General, 61 I. C. C., 64.

412. Charges on iron and steel articles, in carloads, shipped during 1918 from points in Illinois and Pennsylvania to San Francisco, Calif., and Seattle, Wash., for export, found unreasonable. Reparation awarded.

South Bend Chamber of Commerce v. Director General, 61 I. C. C., 67.

413. Upon further hearing, finding in 57 I. C. C., 215, as to rates between South Bend, Mishawaka, Elkhart, Goshen, Napanee, and Michigan City, Ind., and points in eastern trunk line and New England territories affirmed. Finding modified as to grouping of Holland, Mich.

Absorption of switching charges at Fort Worth, 61 I. C. C., 73.

414. Proposed increased through charges on shipments to and from industries on the Fort Worth Belt Railway, under tariff rules limiting the amount of switching charges absorbed, found not justified. Suspended schedules ordered canceled.

Swift & Co. v. F. W. & D. C. Ry. Co., 61 I. C. C., 77.

415. Increased through charges on interstate shipments to and from industries on the Fort Worth Belt Railway, at Fort Worth, Tex., under schedules which limited the amount of switching charges absorbed by the Missouri, Kansas & Texas and the Texas & Pacific, found not justified. Proceeding held open on the issue of reparation.

Coal from Cumberland Railroad to SE. points, 61 I. C. C., 80.

416. Proposed increase of 20 cents per ton in the joint rates on coal from mines on the Cumberland Railroad to points on the Louisville & Nashville and connections in Tennessee, Virginia, the Carolinas, Georgia, Florida, and Alabama found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Manufacturers Export Clearing House v. Director General, 61 I. C. C., 85.

417. Domestic storage charges assessed at Boston, Mass., on 747 cases of preserved pineapples shipped from New York, N. Y., to Boston for export, and subsequently sold in the Boston market for domestic consumption, found applicable and not unreasonable. Complaint dismissed.

Solvay Process Co. v. D., L. & W. R. R. Co., 61 I. C. C., 86.

418. Upon further hearing, reparation awarded. Original report, 55 I. C. C., 280.

Kelsey Wheel Co. v. Y. & M. V. R. R. Co., 61 I. C. C., 88.

419. Rates on club-turned spokes, in carloads, from Goodman, Bentonla, Yazoo City, and Valley, Miss., to Memphis, Tenn., found unreasonable. Measure of maximum reasonable rates prescribed and reparation awarded.

Illinois Zinc Co. v. Director General, 61 I. C. C., 92.

420. Rates on (a) zinc ore, in carloads, from the Joplin, Mo., and Miami, Okla., ore districts to La Salle and Peru, Ill., on (b) spelter and sheet zinc, in carloads, from La Salle and Peru to eastern trunk line and New England territories, and (c) the aggregate rates on ore inbound to La Salle and Peru and either spelter or sheet zinc outbound to aforesaid eastern territories, not found to have been or to be unreasonable or unduly prejudicial.

421. Rates on zinc ore, in carloads, from the Platteville, Wis., ore district to La Salle and Peru, Ill., found to have been and to be unreasonable to the extent indicated in the report. Reparation awarded.

Red Star Yeast & Products Co. v. Director General, 61 I. C. C., 107.

422. Charges applicable on imported blackstrap molasses in tank-car loads from Mobile, Ala., to Cudahy, Wis., found not to have been unreasonable or otherwise unlawful. Complaint dismissed.

Taylor v. Director General, 61 I. C. C., 109.

423. Rate charged on sheep, in carloads, from Cascade, Mont., to Chicago, Ill., stopped in transit for grazing at Stone Lake, Wis., found not unreasonable or otherwise unlawful. Complaint dismissed.

Atlantic Ice & Coal Corp. v. S. Ry. Co., 61 I. C. C., 111.

424. Rate on ice, in carloads, from Jacksonville, Fla., to Atlanta, Ga., found not unreasonable. Complaint dismissed.

McDonald Chocolate Co. v. C. of Ga. Ry. Co., 61 I. C. C., 113.

425. Rates on cocoa butter, in carloads, from New York and Brooklyn, N. Y., and Philadelphia, Pa., to Salt Lake City, Utah, found unreasonable. Reasonable maximum basis of rates prescribed and reparation awarded.

U. S. Gypsum Co. v. C. & P. C. R. R. Co., 61 I. C. C., 117.

426. Cancellation by the trunk line carrier of the allowance formerly paid to complainant or its plant facility, the Culver & Port Clinton Railroad, found not to have subjected complainant to the payment of unreasonable, unjustly discriminatory, or unduly prejudicial rates. Complaint dismissed.

National Industrial Traffic League v. A. & R. R. R. Co., 61 I. C. C., 120.

427. The Commission is without jurisdiction to prescribe uniform liability clauses to be contained in leases or contracts for the construction, maintenance, and use of industrial or private side tracks. Complaint dismissed.

Memphis Freight Bureau v. Director General, 61 I. C. C., 125.

428. Rate on cotton from Jackson, Tenn., to Cordova, Ala., found to have been unreasonable. Reparation awarded.

Switching charge to and from South Tacoma, 61 I. C. C., 128.

429. Proposed increased arbitrary on interstate traffic, in carloads, between South Tacoma, Wash., and points on the Great Northern, found not justified. Suspended schedules ordered canceled.

So. Hardwood Traffic Asso. v. Director General, 61 I. C. C., 132.

430. Defendants' participation in tariffs carrying joint rates on lumber and forest products and permitting under such rates transit at certain points while contemporaneously denying similar transit upon the same through routes at Memphis, Tenn., and Louisville, Ky., subjects complainants to undue prejudice and disadvantage. Undue prejudice ordered removed.

431. Transit arrangements on lumber and forest products at Memphis and Louisville, of the character and extent prayed for by complainants, not shown to constitute a necessary transportation service which defendants should be required to furnish at a reasonable charge under section 15 of the act.

American Creosoting Co. v. Director General, 61 I. C. C., 145.

432. Defendants' participation in tariffs carrying joint rates on lumber and permitting under such rates creosoting in transit at certain points, while contemporaneously denying similar transit upon the same through routes at Newark, N. J., found to subject complainant to undue prejudice and disadvantage with respect to traffic from points in southern classification territory to points beyond Newark.

433. Refusal of the defendants serving Newark to establish creosoting-in-transit arrangements at that point found not unreasonable.

Morrell & Co. v. C., B. & Q. R. R. Co., 61 I. C. C. 153.

434. Commodity rates charged on numerous carload shipments of packing-house products from Ottumwa, Iowa, to Memphis, Tenn., on and after November 17, 1913, higher than the contemporaneous fifth-class rates from and to the same points, found not unreasonable. Complaint dismissed.

Wood and wood bolts between north Pacific coast points, 61 I. C. C., 159.

435. Proposed increased rates on fuel wood, pulp wood, and wood bolts, in carloads, between points in Idaho, Oregon, and Washington, found not justified for application on interstate traffic. Suspended schedules ordered canceled. Reasonable and nonprejudicial rates prescribed.

Goodman Drilling Co. v. Director General, 61 I. C. C., 164.

436. Rates on oil-well outfits and supplies, in carloads, from Burkburnett, Tex., to Mansfield and Gahagan, La., and on wrought-iron pipe in carloads,

from Wichita Falls, Tex., to Gahagan, found unreasonable. Rates for the future prescribed, and reparation awarded.

437. Rates on boilers and electric generators, in less than carloads, from Burkburnett to Gahagan, and on swivels, wire rope, and pipe fittings, in less than carloads, from Wichita Falls to Gahagan found not unreasonable.

Peerless Portland Cement Co. v. Director General, 61 I. C. C., 169.

438. Rate of \$15 per car for intrastate transportation of wet marl, in carloads, from Spring Arbor to Union City, Mich., during Federal control, found unreasonable to the extent that it exceeded \$7.50 per car. Reparation awarded.

Penick & Ford v. Director General, 61 I. C. C., 173.

439. Practices of the Director General and of the trunk line and terminal carriers of assessing demurrage at complainant's plant at Harvey, La., under three separate average agreements, found not to have resulted in unreasonable or otherwise unlawful demurrage charges.

Great Falls Brick & Tile Co. v. Director General, 61 I. C. C., 178.

440. Rates on brick (except bath or enamel), hollow building tile, and fire clay, in straight or mixed carloads, from Great Falls, Mont., to certain points in Wyoming, found unreasonable and unduly prejudicial. Reasonable and non-prejudicial relationship prescribed for the future.

Swift & Co. v. Director General, 61 I. C. C., 183.

441. Charges by defendant for the interstate transportation of less-than-carload shipments of dressed poultry, butter, eggs, and cheese from points in Illinois, Indiana, Iowa, Michigan, and Ohio not found unjust or unreasonable. Complaint dismissed.

Inman-Poulsen Lumber Co. v. S. P. Co., 61 I. C. C., 185.

442. On further hearing reparation awarded on shipments of lumber from Portland, Ore., to various points on account of damage due to unduly prejudicial rates. Original reports, 42 I. C. C., 275 and 55 I. C. C., 357.

Hobart Mill & Elevator Co. v. Director General, 61 I. C. C., 192.

443. Defendant's distribution of cars for grain loading from July to December, 1919, found unduly prejudicial to complainants at Cold Springs, Okla., and unduly preferential of their competitors at Roosevelt, Mountain Park, and Snyder, Okla. Proceeding held open temporarily to permit complainant to make a showing for further hearing as to damages.

Coal from Illinois to Michigan, 61 I. C. C., 195.

444. Proposed cancellation of joint rates on coal from mines on the Minneapolis & St. Louis Railroad in Illinois to destinations in Ohio and Michigan found not justified. The suspended schedules ordered canceled.

Daugherty & Son Refining Co. v. Director General, 61 I. C. C., 197.

445. Rate on petrolatum, in barrels, in carloads, from Petrolia, Pa., to Memphis, Tenn., via Ohio River crossings, found unreasonable and unduly prejudicial. Reparation awarded.

446. Rate applicable on the same commodity transported in like manner from and to the same points via Potomac Yard, Va., found not unreasonable or unduly prejudicial.

447. Fourth section relief denied.

Va. Iron, Coal & Coke Co. v. Director General, 61 I. C. C., 200.

448. Demurrage charges assessed on 27 carloads of iron ore at Roanoke, Va., found unreasonable. Reparation awarded.

Parlor City Lumber Co. v. Director General, 61 I. C. C., 203.

449. Rate on wall board, in less than carloads, from Greenville, Miss., to Monroe, La., found to be unreasonable.

Interchange switching at Wichita, 61 I. C. C., 205.

450. Increased charge for switching at Wichita, Kans., in connection with a line-haul movement of other carriers, proposed by the St. Louis-San Francisco Railway Company, found not justified, and suspended schedules ordered canceled.

Lithopone and zinc oxide between western trunk line points, 61 I. C. C., 203.

451. Proposed cancellation of commodity rates on lithopone and zinc oxide, in mixed carloads, from Mineral Point, Wis., to St. Paul and Minneapolis, Minn., and Kansas City, Mo., found not justified.

452. Proposed cancellation of commodity rates on lithopone and certain other commodities, in mixed carloads, between St. Louis, Mo., Peoria, Ill., Chicago, Ill., and Mississippi River crossings, on the one hand, and Kansas City, Mo., Omaha, Nebr., Sioux City, Iowa, and Sioux Falls, S. Dak., on the other, found justified.

453. Suspended schedules ordered canceled, without prejudice to the publication of schedules in conformity with the findings herein.

National Box Co. v. M. P. R. R. Co., 61 I. C. C., 211.

454. Defendant's charges for special locomotive and train service required in loading hogs along its right of way not found to have been or to be unreasonable or unduly prejudicial. Complaint dismissed.

Merchant Shipbuilding Corporation v. P. R. R. Co., 61 I. C. C., 214.

455. Defendants' refusal to make allowance to complainant for spotting service at Harriman shipyard, near Bristol, Pa., found not to have been or to be unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Cairo Board of Trade v. A., T. & S. F. Ry. Co., 61 I. C. C., 219.

456. Rates on grain, in carloads, from points in Iowa, Nebraska, and Missouri to Cairo, Ill., found not to be unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Live-stock loading and unloading charges, 61 I. C. C., 223.

457. Proposed increased charges for loading and unloading ordinary live stock at public stockyards at Chicago, Ill., and other western points, and proposed absorptions of such charges by railroad common carriers engaged in the transportation of such live stock, found justified. Orders of suspension vacated and proceeding discontinued.

Intermediate Rate Asso. v. Director General, 61 I. C. C., 226.

458. Rates from points of origin east of the Rocky Mountains to so-called intermountain territory found not to be unreasonable, unduly prejudicial, or otherwise unlawful. Complaint dismissed.

Grain from St. Louis to Cincinnati and Louisville, 61 I. C. C., 256.

459. Proposed cancellation of reshipping rates on grain originating in Illinois or beyond the so-called 100-mile zone west of the Mississippi River, from St. Louis, Mo., to Louisville, Ky., Cincinnati, Ohio, and points taking the same rates, approved in 59 I. C. C., 435, found justified. Order of suspension vacated and proceeding discontinued.

460. Reshipping rates on grain from St. Louis, Mo., to certain points in Indiana and Kentucky found not unreasonable or otherwise unlawful. Complaint dismissed.

Bridgeman-Russell Co. v. G. L. T. Corp., 61 I. C. C., 260.

461. Aggregate charges on butter, other dairy products, dressed poultry, and eggs moving lake and rail from Duluth, Minn., to eastern destinations, comprising the joint third-class rates and the separately established charge of 8 cents per 100 pounds for refrigeration during the lake movement, Duluth to Buffalo, N. Y., found not unjust or unreasonable. Complaint dismissed.

Iron and steel articles from Galveston and Houston to La., 61 I. C. C., 270.

462. Proposed cancellation of tariff provision applicable in connection with rates prescribed in *Galveston Commercial Asso. v. Director General*, 57 I. C. C., 390, found not justified. Suspended schedules ordered canceled.

Pittsburgh & West Va. Ry. Co. v. P. & L. E. R. R. Co., 61 I. C. C., 272.

463. Divisions accorded complainants on bituminous coal, in carloads, from stations on their lines to various destinations on defendants' lines found unreasonable. Measure of divisions prescribed for future and adjustment required from September 1, 1920.

La Crosse Chamber of Commerce v. A. A. R. R. Co., 61 I. C. C., 289.

464. Class rates from eastern points to La Crosse, Wis., found to be unreasonable and unduly prejudicial. Reasonable and nonprejudicial rates prescribed.

Abbott v. Director General, 61 I. C. C., 296.

465. Rates on bituminous coal, in carloads, from Belleville, Benton, Duquoin, Murphysboro, and other points in southern Illinois to Springfield, Mo., via routes in connection with the St. Louis-San Francisco Railroad, found to have been unreasonable. Reparation awarded.

466. Rates applicable on bituminous coal, in carloads, from Quinimont, W. Va., and Lilly, Pa., to Springfield, Mo., found not unreasonable. Refund of overcharges directed.

W. B. A. Commuters Club v. W., B. & A. E. R. R. Co., 61 I. C. C., 302.

467. One-way, round-trip, and commutation fares between stations on defendant's line in Maryland and Washington, D. C., not found unreasonable or otherwise unlawful. Complaint dismissed.

Grain and flour from Missouri River points, 61 I. C. C., 307.

468. Proposed increased rates on grain and flour, in carloads, from Omaha, Nebr., and certain other points to Duluth, Minn., and certain other destinations found not justified. Suspended schedules ordered canceled.

Rates to and from Nashville, 61 I. C. C., 308.

469. Proposed changes in interstate class rates to and from Nashville, Tenn., and other southeastern points not justified, except as indicated in report. Respondents required to cancel proposed schedules and to file new schedules establishing rates in accordance with maximum bases described.

Ayers, Bridges & Co. v. Director General, 61 I. C. C., 339.

470. Refund of overcharge heretofore found on shipments of camel's manes from Vaucouver, British Columbia, to New York, N. Y., ordered paid to interveners. Original report in 58 I. C. C., 748.

American Mfg. Co. v. M. P. R. R. Co., 61 I. C. C., 341.

471. Tariff rule of defendant resulting in the application of domestic rate on sisal, in carloads, imported from Mexico found unreasonable. Reparation awarded.

Fuller Co. v. A. C. L. R. R. Co., 61 I. C. C., 343.

472. Rate on boat rudders, in car lots, from Wheeling, W. Va., to Wilmington, N. C., found unreasonable. Reparation awarded.

Davis Mfg. Co. v. Director General, 61 I. C. C., 345.

473. Rate on sulphur, in carloads, from Sulphur Mines, La., to Knoxville, Tenn., via Memphis, Tenn., found not unjustly discriminatory or unduly prejudicial, but via New Orleans, La., found unduly prejudicial. Undue prejudice ordered removed.

Gateway Produce Co. v. American Railway Express Co., 61 I. C. C., 347.

474. Rate applicable on two carloads of cantaloupes shipped July 30, 1918, by express from Horatio, Ark., to New Orleans, La., found unreasonable. Unpublished icing charge assessed found to have been excessive. Reparation awarded.

Hirth-Krause Co. v. Director General, 61 I. C. C., 350.

475. Rates on green salted hides, in carloads, from Chicago, Ill., Racine and Milwaukee, Wis., to Rockford, Mich., found unreasonable and unduly prejudicial. Reparation awarded and measure of reasonable maximum and non-prejudicial rates prescribed.

476. Fourth section relief denied.

North Vernon Lumber Co. v. I. C. R. R. Co., 61 I. C. C., 355.

477. Rates on hardwood logs, in carloads, from stations on the Yazoo & Mississippi Valley Railroad in Mississippi to Dyersburg and Trimble, Tenn., on the Illinois Central Railroad, the application of which is conditioned upon the manufactured product being shipped out over the latter line, found unreasonable, and a scale of reasonable maximum rates prescribed for the future.

Briggs & Turivas v. Director General, 61 I. C. C., 363.

478. Minimum applicable on steel turnings, in carloads, from Elmira, N. Y., to points in New York, Ohio, and Pennsylvania found not unreasonable or otherwise unlawful. Complaint dismissed.

Anthony v. Director General, 61 I. C. C., 366.

479. Rates charged on a mixed carload of freight and passenger automobile chassis parts from Detroit, Mich., to San Francisco, Calif., found applicable and not unreasonable but found unjustly discriminatory and unduly prejudicial. Nondiscriminatory rate prescribed for the future. Reparation denied.

Climax Molybdenum Co. v. Director General, 61 I. C. C., 369.

480. Rates assessed on complainant's shipments of molybdenum, in carloads, from Climax, Colo., to destinations on and east of the Missouri River via Denver, Colo., found legally applicable and not unreasonable, unduly prejudicial, or unlawful under section 20 of the interstate commerce act. Complaint dismissed.

Smelter products from Nevada and Utah, 61 I. C. C., 374.

481. Proposed rates on unrefined copper from Garfield Smelter and International, Utah, and McGill, Nev., to San Francisco and Oakland, Calif., found justified. Order of suspension vacated and proceeding discontinued.

Handling charges at Louisiana ports, 61 I. C. C., 379.

482. Proposed revision of charges for handling freight over the piers at New Orleans, La., and points in the New Orleans district, with certain exceptions, found justified.

Diversion and reconsignment rules, regulations, and charges, 61 I. C. C., 385.

483. Proposed rules and charges governing diversion and reconsignment of fruits and vegetables found not justified. Respondents required to cancel the schedules under suspension. Certain rules governing diversion and reconsignment of other commodities found justified.

Harlen County Coal Operators Asso. v. L. & N. R. R. Co., 61 I. C. C., 394.

484. Rate of \$1.90 per net ton charged for the transportation of carloads of bituminous coal from mines in groups 1, 3, and 4 on the Louisville & Nashville Railroad, in Kentucky, to Toledo, Ohio, for transshipment by lake, on and after May 6, 1920, and as increased pursuant to *Increased Rates, 1920*, 58 I. C. C., 220, found not unreasonable. Reparation denied and complaint dismissed.

Regrouping and description of lumber articles, 61 I. C. C., 397.

485. Proposed increased rates on cedar fence posts, in carloads, from points in Oregon to Points in California, found not justified. Suspended schedules ordered canceled.

Monsanto Chemical Works v. P. R. R. Co., 61 I. C. C., 399.

486. Rates on imported nitrate of soda, in carloads, from New York, N. Y., and Baltimore, Md., to East St. Louis, Ill., found unreasonable. Reparation awarded.

Barrett Co. v. Director General, 61 I. C. C., 401.

487. Rate on coal tar, in carloads, from South Bethlehem, Pa., to Gray's Ferry, Philadelphia, Pa., found unreasonable during federal control. Reparation awarded.

Minnesota & Ontario Paper Co. v. Director General, 61 I. C. C., 403.

488. Rates on salt cake, in carloads, from Newell, Pa., and Hegewisch and West Hammond, Ill., to International Falls, Minn., found to have been unreasonable. Reparation awarded.

Berry Bros. v. C. & N. W. Ry. Co., 61 I. C. C., 405.

489. Rates applicable on wood alcohol, in tank-car loads, from Ashland, Wis., to Detroit, Mich., found not unreasonable. Complaint dismissed.

Three Lakes Lumber Co. v. W. W. Ry. Co., 61 I. C. C., 408.

490. Upon further hearing, previous decision in 52 I. C. C., 42, modified.

491. Rates on lumber and forest products from points on the Washington Western Railway to interstate destinations found not to have been or to be unreasonable, but refusal of defendants to maintain joint rates on the coast-

group basis from points on the Washington Western to interstate destinations, while contemporaneously maintaining rates on like traffic on the coast-group basis to the same destinations from points in the states of Washington and Oregon on their own branch lines, on their proprietary branch lines, or on their independent connections, found to result in undue prejudice. Undue prejudice ordered removed.

492. Complainants not shown to have been damaged by the undue prejudice; reparation denied.

Johns-Manville Co. v. Director General, 61 I. C. C., 420.

493. Rate on liquid asphalt, in tank cars, from Mereaux, La., to Milwaukee, Wis., found unreasonable. Reparation awarded.

Union Bag & Paper Corp. v. Director General, 61 I. C. C., 424.

494. Demurrage charges on certain carloads of various commodities held short of destination under constructive placement found to have been unlawfully assessed to the extent indicated. Reparation awarded.

N. J. Zinc Co. v. Director General, 61 I. C. C., 432.

495. Change directed in classification rule providing basis of charges for the transportation of sulphuric acid and chloride of zinc remaining in tank cars returned to the original loading points. Former report 57 I. C. C., 201.

Schram Glass Mfg. Co. v. Director General, 61 I. C. C., 435.

496. Rate maintained by Director General of Railroads on coal from mines at Hillsboro, Ill., to complainant's plant at that place found not unreasonable. Complaint dismissed.

Fla. R. R. Commissioners v. Director General, 61 I. C. C., 438.

497. Upon complaint attacking the line-haul rates and refrigeration charges on citrus fruits and vegetables from Florida producing points to various interstate destinations: *Held*, That the aggregate charges are not unreasonable, except (1) that the line-haul charges on vegetables, except celery, under refrigeration are unreasonable in that they do not provide in those instances where a lower minimum and a higher rate apply than under ventilation for the alternative application of the same rate and minimum as under ventilation, and (2) that the refrigeration charges on fruits and vegetables are unreasonable in that they are based on an excessive quantity of ice. Carriers directed to revise their tariffs in accordance with the conclusions announced herein.

So. Cotton Oil Co. v. Director General, 61 I. C. C., 454.

498. Upon further hearing, rate of 21 cents on coconut oil in tank-car loads from Charleston, S. C., to Savannah, Ga., found to have been unreasonable to the extent that it exceeded 16 cents, and also unduly prejudicial to the extent that it exceeded the rate contemporaneously applicable on cottonseed oil in tank-car loads. Damage found not to have resulted from the undue prejudice, but reparation awarded to the basis of rates found reasonable. Original report in 56 I. C. C., 263.

Swift & Co. v. Director General, 61 I. C. C., 457.

499. Rates on solidified soya-bean and peanut oil, in bags, in carloads, from Atlanta, Ga., to various interstate destinations found unreasonable. Reparation awarded.

King Powder Co. v. Director General, 61 I. C. C., 459.

500. Rate on nitrate of soda, in carloads, from Norfolk, Va., and Baltimore, Md., to certain points in central territory found unreasonable. Reasonable rates prescribed for the future and reparation awarded.

Fresh and salted meats between points in Fla., 61 I. C. C., 461.

501. Proposed cancellation of proportional commodity rate of 27 cents per 100 pounds on fresh meats, in carloads from Jacksonville and Florida Transfer, Fla., to Tampa and other points in Florida, applicable on shipments originating in western territory, and application of proportional fourth-class rate of 50 cents found not justified. The other items under suspension found justified.

502. An increase in such proportional commodity rate not to exceed 39.5 cents found justified.

503. Suspended schedules ordered canceled without prejudice to the publication of schedules in conformity with the findings herein.

Southwest Cotton Co. v. Director General, 61 I. C. C., 467.

504. Rates applicable on cotton, in gin-compressed bales not subject to compression in transit, in carloads, from points in Arizona to Chester, Pa., New Bedford, Mass., and other eastern milling points found unreasonable. Reparation awarded.

Virginia-Carolina Chemical Co. v. Director General, 61 I. C. C., 473.

505. Rates on sulphuric acid, in tank-car loads, from Charlotte, N. C., to Greenville, S. C., and Selma, N. C., during federal control, found unreasonable. Reparation awarded.

Rupert Milling Co. v. O. S. L. R. R. Co., 61 I. C. C., 475.

506. Rates on potatoes from Rupert, Idaho, to Albuquerque, N. Mex., and on alfalfa meal from Rupert to points in Utah, Oregon, Nebraska, Missouri, Illinois, Tennessee, New York, and Virginia not found unreasonable.

507. Rate on secondhand burlap bags from San Francisco, Calif., to Rupert found unreasonable. Reparation awarded.

Switching between industries and connecting lines at Mason City, 61 I. C. C., 479.

508. Proposed increased switching charges of the respondent at Mason City, Iowa, found not justified. Suspended schedules ordered canceled.

United Paperboard Co. v. M. & E. R. R. Co., 61 I. C. C., 483.

509. Rate applicable on chipboard, in carloads, from Whippany, N. J., to Jersey City, N. J., during federal control, found unreasonable. Collection of undercharges waived and complaint dismissed.

Swift Lumber Co. v. F. & G. R. R. Co., 61 I. C. C., 485.

510. Rates on yellow-pine lumber, timber, and lumber products from Knoxo, Miss., a local point on the Fernwood, Columbia & Gulf Railroad, found unduly prejudicial to the extent they exceeded and exceed the blanket basis of rates applicable from the junction of the Fernwood, Columbia & Gulf with the Illinois Central Railroad. Rates not found unreasonable except to certain points in Tennessee. Reparation denied.

Logs from Baltimore to Oconto and Stiles, 61 I. C. C., 496.

511. Proposed increased rates on logs from Baltimore, Mich., to Stiles and Oconto, Wis., when for manufacture and reshipment over the lines of the delivering carrier, found not justified. Respondents required to cancel suspended schedules without prejudice to filing new schedules in accordance with the findings herein.

Montana rates and fares, 61 I. C. C., 500.

512. Findings the same as those made in the former report herein, 60 I. C. C., 61, with reference to standard intrastate passenger fares and excess-baggage charges, in the state of Montana, of the respondent steam carriers, made with respect to standard intrastate passenger fares and excess-baggage charges, in the state of Montana, of the Butte, Anaconda & Pacific Railway Company.

North Dakota rates, fares, and charges, 61 I. C. C., 504.

513. Certain rates, fares, and charges required by state authority to be maintained by respondents within the state of North Dakota found to be lower than the corresponding interstate rates, fares, and charges authorized by *Increased Rates*, 1920, 58 I. C. C., 220, and to be unduly prejudicial to interstate passengers and shippers, unduly preferential of intrastate passengers and shippers, and unjustly discriminatory against interstate commerce.

Rutherford-Brede Co. v. Director General, 61 I. C. C., 515.

514. Defendant's failure to equip refrigerator cars with temporary false floors for transportation of potatoes, in carloads, under carriers' protective service against freezing, from Quamba, Minn., to interstate destinations found not in violation of the statutes cited. Complaint dismissed.

Substitution of increase in rates between eastern and southern groups and the southwest, 61 I. C. C., 518.

515. Increases proposed in joint class and commodity rates between points in the southwest and points in defined territories east of the Indiana-Illinois state line and of the Mississippi River, Cairo, Ill., and south, constructed by the

use of base rates to or from St. Louis, Mo., plus arbitraries or differentials east of St. Louis, found not justified.

516. Increases proposed in joint class and commodity rates between points in the southwest and points in defined territories east of the Indiana-Illinois state line, and the Mississippi River, Cairo, and south, originally established, and, prior to August 26, 1920, maintained on or intended to be on basis of lowest combination of local rates to and from the Mississippi River crossings, or other rate-basing points, found justified.

517. Increases proposed in joint rates on cane and logging cars, in straight or mixed carloads, and on wrought and cast iron pipe, found justified.

518. Increases proposed in joint rates on hides from Fort Worth, Tex., to eastern tanning points found justified.

519. Proposed increased joint rates on hides from Oklahoma City, Okla., to eastern tanning points found not justified.

520. Carriers required to cancel suspended schedules without prejudice to filing schedules publishing rates in accordance with bases found proper.

Steel & Tube Co. v. Director General, 61 I. C. C., 526.

521. Rate on steel car-plates, in carloads, during Federal control, from Indiana Harbor, Ind., to Michigan City, Ind., found unreasonable. Reparation awarded.

Iron poles, pipes, and connections, 61 I. C. C., 530.

522. Proposed increased proportional rates on iron or steel pipe, on iron or steel telegraph, telephone, and electric-railway poles, and on pipe connections, couplings, and fittings, in carloads, east-bank upper Mississippi River crossings to interior Iowa points found not justified. Suspended schedules ordered canceled.

Switching between C., C., C. & St. L. incline tracks and connections, 61 I. C. C., 535.

523. Proposed cancellation of switching charges at Cairo, Ill., found not justified. Suspended schedules ordered canceled.

Edge Moore Iron Co. v. Director General, 61 I. C. C., 537.

524. Failure of defendants to perform the spotting service at complainant's plant at Edge Moore, Del., or to make complainant an allowance for performing that service, found not to have subjected or to subject complainant to unreasonable, unjustly discriminatory, or unduly prejudicial rates. Complaint dismissed.

Limitations of liability on telegraph messages, 61 I. C. C., 541.

525. Upon investigation, the present rules of telegraph companies limiting their liability for negligence in the transmission or delivery, or for non-delivery, of unrepeat and repeated interstate messages, constituting integral parts of the respective rates, found unreasonable. Reasonable rules prescribed. Former report in No. 8917, 44 I. C. C., 670.

Birmingham So. R. R. Co. v. Director General, 61 I. C. C., 551.

526. Denial of switching reclaims to Birmingham Southern Railroad on foreign cars handled under division of joint rate held not to be unreasonable or unduly prejudicial.

527. Allowance of switching reclaims to industrial common carriers condemned.

528. Assessment of demurrage under uniform demurrage code against Birmingham Southern Railroad disapproved and substitute prescribed. Principles announced in *Owasco River Ry.*, 53 I. C. C., 104, overruled in part.

Soda products from Saltville, 61 I. C. C., 559.

529. Proposed rates on soda products, in carloads, from Saltville, Va., to points in central territory found justified. Order of suspension vacated and proceedings discontinued. Complaint of Diamond Alkali Company dismissed.

Whitewater Lumber Co. v. A. C. Ry., 61 I. C. C., 563.

530. Upon rehearing, found that rates on pine lumber, in carloads, from Autaugaville, Ala., to interstate destinations were not and are not unreasonable, but that it was, is, and for the future will be unduly prejudicial to maintain higher rates from Autaugaville than the group rate from Booth, the junction between the Alabama Central Railway and the Mobile & Ohio. Reparation denied. Findings in former report, 53 I. C. C., 278, modified.

Swift & Co. v. Director General, 61 I. C. C., 567.

531. Rate on stable manure, in carloads, from Camp Sherman, Ohio, to Parma, Ohio, by an interstate route found unreasonable. Reparation awarded.

Barnett Oil & Gas Co. v. Director General, 61 I. C. C., 568.

532. Rates on petroleum and its products, in carloads, from Blue Island, within the switching limits of Chicago, Ill., to near-by destinations in Illinois, Wisconsin, Michigan, and Indiana, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Arizona rates, fares, and charges, 61 I. C. C., 572.

533. Certain rates, fares, and charges required by state authority to be maintained by respondents within the state of Arizona found to be upon a basis lower than the corresponding interstate rates, fares, and charges authorized by *Increased Rates, 1920*, 58 I. C. C., 220, and to be unduly prejudicial to interstate passengers and shippers, unduly preferential of intrastate passengers and shippers, and unjustly discriminatory against interstate commerce.

Increased weights on kale, lettuce, and spinach, 61 I. C. C., 586.

534. Increase proposed in tariffs of American Railway Express Company in estimated weights on kale, lettuce, and spinach in bushel containers and in barrels, and increased carload-minimum weights on same, found not justified. Suspended schedules ordered canceled.

National Tube Co. v. P., C., C. & St. L. R. R. Co., 61 I. C. C., 590.

535. The Mercer Valley Railroad found not to be a common carrier subject to the interstate commerce act and its demurrage tariffs filed with this Commission are without force or effect.

536. The trunk line demurrage tariffs applicable to the detention of cars by industries served by the Mercer Valley Railroad not shown to result in unreasonable or unduly prejudicial charges.

537. The Benwood & Wheeling Connecting Railway and the McKeesport Connecting Railroad found to be common carriers subject to the interstate commerce act. Rules for car interchange between them and their trunk line connections and basis for settlement of accrued charges suggested.

Prince-Johnson Limestone Co. v. Director General, 61 I. C. C., 602.

538. Rates on crushed rock, in carloads, from Leeds, Mo., and Rosedale, Kans., to destinations within a radius of 150 miles from Kansas City, Mo., on lines of defendants other than the originating lines, found unreasonable but not unduly prejudicial. Reasonable maximum interstate rates prescribed for the future. Reparation denied.

Du Pont de Nemours & Co. v. Director General, 61 I. C. C., 605.

539. Rate on crude sulphur (brimstone), in carloads, from Canton docks, Baltimore, Md., to Gibbstown and Carney's Point, N. J., found unreasonable. Reparation awarded, and measure of reasonable maximum rate prescribed for the future.

Davis Mfg. Co. v. Director General, 61 I. C. C., 607.

540. Rate on epsom salts in barrels, in carloads, from Atlanta, Ga. to Knoxville, Tenn., found unreasonable and unduly prejudicial. Reasonable maximum and nonprejudicial rates for the future prescribed. Reparation awarded.

541. Fourth section relief denied.

Fresh meats and dressed poultry from Ohio River crossings, 61 I. C. C., 610.

542. Proposed increase of 0.5 cent per 100 pounds in commodity rates on fresh meats and dressed poultry, in carloads, from Cairo, Ill., and Ohio River crossings to destinations in the southeast found not justified. Suspended schedules ordered canceled.

Lehigh Portland Cement Co. v. Director General, 61 I. C. C., 613.

543. Rates on cement, in carloads, from Mason City, Iowa, to points in North Dakota and to points in northern Minnesota found to be unreasonable and to be unduly prejudicial to Mason City as compared with the rates from Duluth (Steeltown), Minn., to the same points. Reasonable and nonprejudicial rates prescribed.

Buxton-Smith Co. v. Director General, 61 I. C. C., 623.

544. Rates on fresh fruits and vegetables, in mixed carloads, from Los Angeles and San Francisco, Calif., to Bisbee and Douglas, Ariz., found unreasonable. Reasonable maximum rates prescribed and reparation awarded.

Rolling Fork Oil Co. v. Director General, 61 I. C. C., 627.

545. Rate on copra, in carloads, from Rolling Fork, Miss., to New Orleans, La., found unreasonable but not unduly prejudicial. Reparation awarded.

Illinois Northern Ry., 61 I. C. C., 629.

546. The Illinois Northern Railway found to be a common carrier, lawfully entitled to receive divisions of joint rates or absorptions of switching charges under appropriate tariffs from its trunk line connections, such divisions or absorptions to be reasonable.

547. Bases for payment by Illinois Northern Railway for use or detention of foreign cars on its line prescribed.

Pullman R. R. Co., 61 I. C. C., 637.

548. Pullman Railroad Company found to be a common carrier of property subject to the interstate commerce act which may lawfully participate in joint rates with other common carriers, or have its charges on interstate shipments absorbed under proper tariff provision by the roads having the line haul. Its compensation must not be more than is reasonable; and a complete and specific statement of any basis agreed upon must be filed with the Commission immediately upon its adoption.

549. Rules for car interchange arrangements between the Pullman Railroad Company and its trunk line connections and basis of settlement for accrued charges suggested.

Switching and absorption at Minneapolis, 61 I. C. C., 646.

550. Proposed increased charges of the Minneapolis & St. Louis Railroad and Railway Transfer Company for switching interstate carload shipments at Minneapolis, St. Louis Park, and Hopkins, Minn., found not justified.

551. Proposed limitation on the amount of the switching charges of the above lines that will be absorbed by the Chicago, St. Paul, Minneapolis & Omaha Railway and Minneapolis, St. Paul & Sault Ste. Marie Railway found not justified.

552. Suspended schedules ordered canceled without prejudice to the publication of schedules in conformity with the findings herein.

Crucible Steel Co. v. Director General, 61 I. C. C., 655.

553. Charges for switching of tank cars at Pittsburgh, Pa., found to have been unreasonable. Reparation awarded.

Birdsboro Stone Co. v. P. R. R. Co., 61 I. C. C., 657.

554. Rates on crushed stone, in carloads, from Monocacy, Pa., to destinations in Pennsylvania during federal control found unreasonable. Reparation awarded.

Maguire & Co. v. Director General, 61 I. C. C., 658.

555. Demurrage charges on 21 carloads of hay held at Covington, Ky., on account of embargoes, found not unreasonable or otherwise unlawful. Complaint dismissed.

Interior Lumber Co. v. Director General 61 I. I. C., 661.

556. Allegation that charges on hemlock lumber, in carloads, from Boyne City, Mich., to certain points in Pennsylvania were assessed on excessive weights, not sustained. Complaint dismissed.

Little Cahaba Coal Co. v. Director General, 61 I. C. C., 663.

557. Rate on coal, in carloads, from Piper, Ala., to Grasselli, Ala., during federal control, found not unreasonable. Complaint dismissed.

Ansaldo & Nicholes v. Director General, 61 I. C. C., 664.

558. Rate on wooden truck barrels, in carloads, from Norfolk, Va., to Charleston, S. C., found not unreasonable. Complaint dismissed.

Switching coal and coke at Harrisonburg, 61 I. C. C., 667.

559. Proposed increased charge for switching coal and coke, in carloads, at Harrisonburg, Va., found not justified. Suspended schedules ordered canceled.

Mulkey Salt Co. v. Director General, 61 I. C. C., 669.

560. Shipments of salt, in carloads, from Detroit, Mich., to points in Virginia and Tennessee found to have been misrouted. Reparation awarded.

Russell Bros. v. Director General, 61 I. C. C., 671.

561. Rate on range cattle, in carloads, from Rock Springs, Wyo., to Storey, Calif., found unreasonable to the extent that it exceeded the aggregate of the intermediate rates to and beyond Ogden, Utah. Measure of reasonable maximum rate prescribed for the future.

Buckeye Veneer Co., v. Director General, 61 I. C. C., 673.

562. Rate on oak lumber, in carloads, from Huntingburg, Ind., to Dayton, Ohio, found not unreasonable. Damage due to alleged unjust discrimination and undue prejudice not shown. Reparation denied and complaint dismissed.

563. Fourth section relief denied.

Interchangeable acceptance of commutation tickets, 61 I. C. C., 677.

564. Proposal of the Pennsylvania and the Baltimore & Ohio railroad companies to discontinue the interchangeable use of their 60-trip commutation tickets between Washington and Baltimore found justified.

Northern Potato Traffic Asso. v. B. & O. R. R. Co., 61 I. C. C., 680.

565. Relationship of rates on potatoes, in carloads, from points in Minnesota and Wisconsin to destinations in trunk line territory found unduly prejudicial. Undue prejudice ordered removed.

566. Rates on the same traffic from same territory to northeast Texas points found unreasonable. Reasonable maximum rates prescribed. Same rates from same originating territory to Texas common points not included in northeast Texas found not unreasonable except (1) to extent they exceeded and exceed the aggregates of intermediate rates subject to the act and (2) to extent rates from points in Wisconsin north of Fox River territory exceeded and exceed rates found reasonable in report.

567. Cancellation of joint rate on same traffic from Bloomer, Wis., to Texas via Chicago, Ill., found justified.

568. Assessment of rental charge of \$5 per car during the winter months in addition to the freight rate on the traffic involved found not unreasonable.

Proposed increased rates from and to El Paso, 61 I. C. C., 689.

569. Proposed increased rates from El Paso, Tex., to north Pacific coast points found not justified.

570. Proposed increased rates to El Paso, Tex., and related points from points in mountain-Pacific group found justified in part. Suspended schedules ordered canceled without prejudice to the publication of schedules in conformity with the findings herein.

Jarecki Chemical Co. v. Director General, 61 I. C. C., 692.

571. Rates on nitrate of soda, in carloads, from New York, N. Y., and points taking the same rates, and Baltimore, Md., to Sandusky, Ohio, and from Baltimore to Ivorydale, Ohio, found unreasonable. Reparation awarded.

Nestle's Food Co. v. M. & O. R. R. Co., 61 I. C. C., 695.

572. Rates on evaporated milk, in carloads, from points in Wisconsin and Indiana to New Orleans, La., and Mobile, Ala., for export, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Dewey Fuel Co. v. Director General, 61 I. C. C., 697.

573. Rate on coal, in carloads, from mines in Kentucky in Louisville & Nashville group No. 1 to Jackson, Mich., found not unreasonable or unjustly discriminatory. Complainant not shown to have been damaged by reason of any undue prejudice that may have existed. Complaint dismissed.

Procter & Gamble Co. v. A. C. Ry., 61 I. C. C., 700.

Upon complaint alleging that the rates on soaps, washing, cleansing, and soap powders, and scouring compounds, from Cincinnati, St. Bernard, and Ivorydale, Ohio, Port Ivory, N. Y., Weehawken and Jersey City, N. J., St. Louis and Kansas City, Mo. Kansas City, Kans., Louisville, Ky., and Chicago, Ill., to destinations in the southeast are unreasonable and in contravention of the fourth section, *Found*:

574. As a whole, these rates as readjusted January 1, 1916, are not unreasonable.

575. Rates to junction points in northern Florida from the Ohio, Kentucky, New York, and New Jersey points of origin named are unreasonable. Measure of reasonable maximum rates prescribed.

576. Fourth section features discussed.

Lake Superior Paper Co. v. Director General, 61 I. C. C., 709.

577. Relationship of rates on newsprint paper, in carloads, from Sault Ste. Marie, Ontario, Fort Frances, Ontario, and manufacturing points in Wisconsin and Minnesota to destinations in the west and southwest found unduly prejudicial. Nonprejudicial relationship prescribed.

Watson Co. v. Director General, 61 I. C. C., 719.

578. Rates 80 per cent of the contemporaneous sixth-class rates found reasonable for the transportation of roofing and paving tars and pitches and fuel pitch, in carloads, between points in official classification territory, except between New England and trunk line territory, where the greater part of the hauls is within New England, and locally in New England, sixth class found reasonable. Reparation denied.

Minimum charge on less than carloads, 61 I. C. C., 727.

579. Proposed schedules stating new individual and joint minimum rates and charges for less-than-carload shipments between eastern and interior eastern points, on the one hand, and points in Carolina, southeastern, and southeastern Mississippi Valley territories, on the other, and new individual and joint regulations and practices affecting such rates and charges, found not justified. Respondents required to cancel the schedules under suspension.

Chattanooga Coke & Gas Co. v. Director General, 61 I. C. C., 729.

580. Rates on coal-tar oil, in tank-car loads, from Chattanooga, Tenn., to Solvay, N. Y., found unreasonable and in some instances otherwise unlawful. Reparation awarded.

581. Fourth section relief denied.

Glass and glassware from Oklahoma and Texas, 61 I. C. C., 733.

582. Proposed rates on glass fruit jars, fruit-jar tops, jelly glasses, and tumblers, in straight or mixed carloads, from certain points in Oklahoma and Texas to points in Louisiana, Mississippi, Tennessee, Kentucky, Arkansas, and Alabama, found not justified. Suspended schedules ordered canceled.

Speir & McKay v. Director General, 61 I. C. C., 736.

583. Rate on cotton linters, uncompressed, from Louisville, Ky., to Atlanta, Ga., found not unreasonable or unduly prejudicial. Complaint dismissed.

584. Fourth section relief denied.

Norfolk Feed Milling Co. v. P. R. R. Co., 61 I. C. C., 738.

585. Rates on final or blackstrap molasses, in tank-car loads, from New York, N. Y., and Philadelphia, Pa., to Norfolk, Va., found not unjust, unreasonable, or unduly prejudicial. Complaint dismissed.

Rail-and-water rates from Atlantic seaboard, 61 I. C. C., 740.

586. Schedules containing proposed reductions in class and commodity rates from Atlantic seaboard territory to Texas points required to be canceled without prejudice to the right of respondents to make readjustments indicated in the report to be proper.

Swift & Co. v. Director General, 61 I. C. C., 751.

587. Minimum charge on wet phosphate rock, in carloads, from Alafia, Fla., to Agricola, Fla., during federal control, found unreasonable. Reparation awarded.

Crucible Steel Co. v. Director General, 61 I. C. C., 753.

588. Charges assessed on coal, in carloads, for movements at Pittsburgh, Pa., during federal control, by complainant's own power, found unreasonable. Reparation awarded.

Wyandotte Southern Ry. Co., 61 I. C. C., 756.

589. Wyandotte Southern Railway Company found to be a common carrier of property subject to the interstate commerce act which may lawfully par-

ticipate in joint rates with other common carriers or have its charges on interstate shipments absorbed under proper tariff provision by the roads having the line haul. Its compensation must not be more than is reasonable; and a complete and specific statement of any basis agreed upon must be filed with the Commission immediately upon its adoption.

Increased cost of railroad fuel, 1920, 61 I. C. C., 761.

590. Report of the Commission to the Senate of the United States in regard to increased cost of railroad fuel.

Wyandotte Terminal Railroad Company, 62 I. C. C., 1.

591. Wyandotte Terminal Railroad Company found not to be a common carrier subject to the interstate commerce act.

Pig iron from S. E. points, 62 I. C. C., 7.

592. Proposed increased rates on pig iron from southeastern points to Utah common points found not justified. Suspended schedules ordered canceled.

Iron and steel bolts from Kansas City to Texas points, 62 I. C. C., 9.

593. Proposed increased rates on iron or steel bolts, in less than carloads, from Kansas City, Mo., to Galveston and Beaumont, Tex., and points taking the same rates, with certain exceptions, found not justified. Respondents required to cancel suspended schedules without prejudice to filing new schedules in accordance with the findings.

Odell-Daly Material Co. v. Director General, 62 I. C. C., 12.

594. Rate on glass sand, in carloads, from Guion, Ark., to Augusta, Kans., found unreasonable. Reparation awarded.

Producers Refining Co. v. Director General, 62 I. C. C., 14.

595. Rates on gasoline, in carloads, from Gainesville, Tex., to Kassel, Avondale, and Westwego, La., for export found not unreasonable. Complainant not shown to have been damaged by the undue prejudice alleged. Complaint dismissed.

Emerson-Brantingham Co. v. Director General, 62 I. C. C., 18.

596. Rates on refined petroleum oils, in tank-car loads from points in Kansas and Oklahoma to Rockford, Ill., found not unreasonable or unduly prejudicial.

597. Rates on crude, fuel, and gas oils, in tank-car loads, from and to the same points, found unreasonable. Reparation awarded and reasonable maximum rate prescribed for the future.

Nev. Consolidated Copper Co. v. B. & G. Ry. Co., 62 I. C. C., 22.

598. Rates charged on carload shipments of niter cake to McGill, Nev., found unreasonable to the extent that they exceeded 47.5 cents from Hercules, Calif., and 32.5 cents from Bacchus and Garfield Smelter, Utah. Reparation awarded.

Millsaps Cotton Co. v. Director General, 62 I. C. C., 26.

599. Rules and regulations governing concentration, compression, and re-shipment of cotton at Monroe, West Monroe, and Ruston, La., found not unreasonable or otherwise unlawful. Complaint dismissed.

Dyer Packing Co. v. Director General, 62 I. C. C., 28.

600. Rate on ripe tomatoes, in carloads, from Jackson and St. Francisville, Ill., to Vincennes, Ind., found unreasonable. Reparation awarded.

Absorption of switching charges at Toledo, 62 I. C. C., 30.

601. Proposed reduction in absorption of switching charges at Toledo, Ohio, found not justified. Suspended schedules ordered canceled.

Viscose Co. v. American Ry. Express Co., 62 I. C. C., 32.

602. Rules and practice of defendant, unauthorized by its tariffs, whereunder shipments are refused unless the declared value thereof is marked on the package by the shipper, found unlawful. Order for the future entered.

Miami Copper Co. v. Director General, 62 I. C. C., 35.

603. Rates applicable on pine oil, in tank-car loads, from Pensacola, Fla., to Miami, Ariz., found unreasonable. Reasonable maximum rate prescribed and reparation awarded.

Du Pont de Nemours & Co. v. Director General, 62 I. C. C., 39.

604. Rate on bituminous coal, in carloads, from Midland, Ind., to Grayling, Mich., found not unreasonable. Complainant not shown to have been damaged by reason of alleged unjust discrimination or undue prejudice. Complaint dismissed.

Tallulah Cotton Oil Co. v. Director General, 62 I. C. C., 41.

605. Rate on bituminous coal, in carloads, from southern Illinois mines to Tallulah, La., found not unreasonable or unduly prejudicial. Complaint dismissed.

United Paperboard Co. v. M. C. R. R. Co., 62 I. C. C., 43.

606. Rate applicable on wood-pulp board, in carloads, from Fairfield, Me., to Bushwick Station, Brooklyn, N. Y., found not unreasonable or unduly prejudicial. Complaint dismissed.

West v. St. L.-S. F. Ry. Co., 62 I. C. C., 45.

607. Rates on empty barrels, in carloads, from Carthage and Republic, Mo., to Westville, Okla., found unreasonable. Reparation awarded.

Ingram-Day Lumber Co. v. L. & N. R. R. Co., 62 I. C. C., 47.

608. Rates on lumber in carloads from Mobile, Ala., to Chattanooga, Tenn., found not unreasonable or unduly prejudicial. Complaint dismissed.

National Fireproofing Co. v. Director General, 62 I. C. C., 49.

609. Rates on coal, in carloads, from certain points in the Mercer-Butler and Pittsburgh districts of Pennsylvania to Perth Amboy, Natco, and Port Murray, N. J., found not unreasonable or unduly prejudicial. Complaints dismissed.

Wausau Box & Lumber Co. v. Director General, 62 I. C. C., 56.

610. Charges on shavings and sawmill refuse in carloads from Wausau, Wis., to Brokaw and Rothschild, Wis., during Federal control, found to have been unreasonable. Reparation awarded.

United Paperboard Co. v. N. Y. C. R. R. Co., 62 I. C. C., 59.

611. Rate on wood pulp in carloads, from Lockport, N. Y., to Thomson, N. Y., during Federal control, found not unreasonable or unduly prejudicial. Complaint dismissed.

United Paperboard Co. v. S. Ry. Co., 62 I. C. C., 60.

612. Rate on baled straw, in carloads, from Oldenburg, Ill., to Rockport, Ind., found unreasonable. Reparation awarded.

Best Clymer Mfg. Co. v. Director General, 62 I. C. C., 62.

613. Rates on sorghum sirup, in barrels, in carloads, from Corinth, Calhoun City, and Lexington, Miss., to St. Louis, Mo., found unreasonable. Reasonable rate from Lexington prescribed and reparation awarded.

Corporation Commission of N. C. v. Director General, 62 I. C. C., 64.

614. Upon further argument, findings in 57 I. C. C., 523, modified. Maximum relationship of rates prescribed between points in North Carolina and Norfolk and Richmond, Va., on the one hand, and points in South Carolina and the southeast on the other, and between points in North Carolina and Norfolk and Richmond, on the one hand, and eastern ports and interior eastern points, on the other.

Choate Oil Co. v. Director General, 62 I. C. C., 93.

615. Rates on crude petroleum, in tank-car loads, from the Burkburnett and Ranger districts, in Texas, and the Shreveport district, in Louisiana, to Oklahoma City, Okla., found not unreasonable. Complainants not shown to have been damaged by the alleged undue prejudice, if any. Complaints dismissed.

Memphis Merchants Exch. v. Director General, 62 I. C. C., 96.

616. Rates on imported blackstrap molasses, in tank-car loads, from Mobile, Ala., and New Orleans, La., to Memphis, Tenn., found not unreasonable. Complaint and petitions in intervention dismissed.

Central Pa. Lumber Co. v. Director General, 62 I. C. C., 99.

617. Movement of two carloads of lumber, during Federal control, from one private siding to another, both within the switching limits of Williamsport, Pa., found to have been overcharged. Refund directed. Complaint dismissed.

Rowland-Power Collieries Co. v. Director General, 62 I. C. C., 101.

618. Charges on water, in tank-car loads, from Howesville, Ind., to complainants' mines near Midland, Ind., during Federal control, found unreasonable. Reparation awarded.

Rock Products Traffic League v. C., B. & Q. R. R. Co., 62 I. C. C., 105.

619. Rate on molding sand, in carloads, from Ottawa, Ill., to Chattanooga, Tenn., found not to have been unreasonable or unduly prejudicial. Complaint dismissed.

Tuftli Bros. Pig Iron & Coke Co. v. Director General, 62 I. C. C., 107.

620. Rate charged on a carload of pig iron from Memphis, Tenn., to Belleville, Ill., found unreasonable. Reparation awarded.

Du Pont de Nemours & Co. v. Director General, 62 I. C. C., 109.

621. Rate on imported nitrate of soda, in bags, in carloads, from Norfolk, Va., to Carneys Point, N. J., found unreasonable. Reparation awarded.

Rumble & Wensel Co. v. Director General, 62 I. C. C., 110.

622. Rates on cotton from Mississippi points named, concentrated at Natchez, Miss., and reshipped to New Orleans, La., found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Weir Smelting Co. v. Director General, 62 I. C. C., 113.

623. Rate on slack coal, in carloads, from Deering, Kans., to Caney, Kans., during Federal control, found unreasonable. Reparation awarded.

624. Fourth section relief denied.

Procter & Gamble v. Director General, 62 I. C. C., 116.

625. Minimum fifth-class rate of 9 cents per 100 pounds charged on 27 carloads of copra shipped from the Vandam warehouse at Mariners Harbor, Staten Island, N. Y., to Port Ivory, N. Y., found not unreasonable. Complaint dismissed.

Acme Cement Plaster Co. v. Director General, 62 I. C. C., 119.

626. Combination rates on cement plaster, in carloads, from Acme, N. Mex., and Acme, Tex., to points in Illinois, Indiana, Ohio, Alabama, and Florida, bearing a so-called double increase under general order No. 28, found not unreasonable or otherwise unlawful. Complaints dismissed.

Shreveport Prod. & Ref. Corp. v. Director General, 62 I. C. C., 123.

627. Rates on gravel, in carloads, from Benton, Ark., to Shreveport, La., found unreasonable. Measure of reasonable maximum rates prescribed for the future and reparation awarded.

Transcontinental Freight Co. v. Director General, 62 I. C. C., 127.

628. Refusal of defendant to accept six carload shipments when tendered for transportation on June 24, 1918, after close of business, found not to have resulted in unreasonable or otherwise unlawful charges. Complaint dismissed.

D'Arcy Spring Co. v. Director General, 62 I. C. C., 129.

629. Rate on pieces of iron and steel, in carloads, from Ann Arbor, Mich., to Kalamazoo, Mich., during federal control, found not unjust or unreasonable. Complaint dismissed.

Planters Fertilizer & Phosphate Co. v. Director General, 62 I. C. C., 131.

630. Rate on kainit, in carloads, from Norfolk, Va., to Charleston, S. C., found not unreasonable or otherwise unlawful. Complaints and petition in intervention dismissed.

Ault & Wiborg Co. v. Director General, 62 I. C. C., 133.

631. Rates on carbon black, in bags, in carloads, from Dewar, Okla., to Seattle, Wash., and to San Francisco, Calif., for export, found not unreasonable. Complaint dismissed.

Midwest Refining Co. v. Director General, 62 I. C. C., 135.

632. Rate on fuel oil, in tank-car loads, from Casper, Wyo., to Whiting, Ind., found unreasonable. Reparation awarded.

Peoria Cordage Co. v. Director General, 62 I. C. C., 137.

633. Rate on istle fiber, in carloads, from Laredo and Eagle Pass, Tex., to Peoria, Ill., found to have been unreasonable. Reparation awarded.

Galena Signal Oil Co. v. Director General, 62 I. C. C., 139.

634. Rate on sulphuric acid, in tank-car loads, from Denver, Colo., to Galena, Tex., found unreasonable. Reparation awarded.

Mexican Gulf Oil Co. v. Director General, 62 I. C. C., 141.

635. Rate on secondhand plate-iron tanks, knocked down, in carloads, from Watkins, Okla., to Port Arthur, Tex., found unreasonable. Reparation awarded.

Suzuki & Co. v. Director General, 62 I. C. C., 144.

636. Rate on pig iron, in carloads, from Wharton, N. J., to Seattle, Wash., for export, found not to have been unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Hollingshead Co. v. Director General, 62 I. C. C., 147.

637. Rates on slack-barrel staves, in carloads, from Crowder, Miss., on the Batesville Southwestern Railroad, 16.3 miles from Batesville, Miss., its junction point with the Illinois Central Railroad, to interstate points, found not unreasonable but unduly prejudicial to the extent that they exceed the contemporaneous group rates from Batesville and Charleston, Miss., to the same destinations. Relationship of rates prescribed for the future.

Du Pont De Nemours & Co. v. Director General, 62 I. C. C., 151.

638. Joint rates applicable on lumber, in carloads, from certain points in South Carolina, North Carolina, and Virginia to Carney's Point, N. J., found unreasonable and unlawful and the rates charged on similar shipments to Penns Grove, N. J., found illegal. Reparation awarded.

Surcharge on passengers in sleeping cars, 62 I. C. C., 143.

639. Charges for the transportation of passengers in sleeping and parlor cars required by State authority to be maintained by the respondent steam railroads within the State of Alabama found to be lower than the corresponding interstate charges authorized in *Increased Rates*, 1920, 58 I. C. C., 220, and to be unduly preferential of intrastate passengers, unduly prejudicial of interstate passengers, and unjustly discriminatory against interstate commerce. Charges prescribed which will remove such preference, prejudice, and discrimination.

Empire Steel & Iron Co. v. Director General, 62 I. C. C. 157.

640. The maintenance by defendants of junction-point rates on coal to points on the Morristown & Erie Railroad while contemporaneously refusing to maintain such rates to points on the Mount Hope Mineral Railroad found upon rehearing not to be unduly prejudicial. Finding on this issue in original report, 56 I. C. C., 158, reversed and complaint dismissed.

Diamond Alkali Co. v. F., P. & E. R. R. Co., 62 I. C. C., 161.

641. Upon further hearing, just, reasonable, and equitable divisions to be accorded to the Fairport, Painesville & Eastern Railroad Company out of joint interstate rates to and from Alkali, Ohio, prescribed for the future and adjustment required from March 25, 1920. Previous report 53 I. C. C., 549.

Swift & Co. v. Director General, 62 I. C. C., 166.

642. Rates on hogs, in carloads, from South St. Paul, Minn., Sioux City, Iowa, South Omaha, Nebr., and South St. Joseph, Mo., to North Fort Worth, Okla., found unreasonable. Reparation awarded and reasonable rates for the future prescribed.

Wilson & Co. v. Director General, 62 I. C. C., 171.

643. Rates on beef cattle and hogs, in carloads, from Kansas City, Mo.-Kans., and on hogs in carloads from Sioux Falls, S. Dak., to Oklahoma City, Okla., found unreasonable. Reasonable rates prescribed and reparation awarded.

Chevrolet Motor Co. v. Director General, 62 I. C. C., 175.

644. Rates charged on automobile floor, toe, and running boards, in carloads, from Detroit, Mich., to Melrose, Calif., found to have been and to be unreasonable. Reasonable maximum basis of rates on untrimmed boards prescribed for the future and reparation awarded.

Providence Fruit & Produce Exch. v. Director General, 62 I. C. C., 179.

645. Rates on bananas, in carloads, from New York harbor lighterage points, N. Y., to Providence, R. I., and Worcester, Mass., found not unreasonable or otherwise unlawful. Complaints dismissed.

Schlicher v. Director General, 62 I. C. C., 181.

646. Defendant's refusal to establish a siding and switch connection at complainants' coal mine near Spangler, Pa., found not unduly prejudicial or otherwise unlawful. Complaint dismissed.

Intrastate fares of C., N. S. & M. R. R., 62 I. C. C., 188.

647. Certain intrastate fares maintained by petitioner within the State of Illinois which are lower than the corresponding interstate fares maintained by petitioner between points in Illinois and points in Wisconsin, found to be unduly prejudicial to persons and localities in interstate commerce, unduly preferential of persons and localities in intrastate commerce, and unjustly discriminatory against interstate commerce.

648. Fares prescribed which will remove such preference, prejudice, and discrimination.

St. Louis Coke & Chemical Co. v. A. & S. R. R. Co., 62 I. C. C., 194.

649. Rates on iron ore, in carloads, from producing points in Wisconsin and Michigan to Granite City, Ill., found unreasonable. Reasonable maximum rates prescribed and reparation awarded.

Minnesota fares and charges, 62 I. C. C., 198.

650. Upon further hearing order entered in pursuance of our original report herein, 59 I. C. C., 502, modified by striking out the names of certain carriers.

Fares of W.-V. Ry. Co., 62 I. C. C., 200.

651. Proposed increased single and commutation fares of the Washington-Virginia Railway Company approved in part.

Pacific Coast Steel Co. v. Director General, 62 I. C. C., 207.

652. Rates on steel ingots, in carloads, from San Francisco and South San Francisco, Calif., to Seattle, Wash., found justified. Complaint dismissed.

Wertheim Coal & Coke Co. v. L. V. R. R. Co., 62 I. C. C., 211.

653. Rates on anthracite coal, in carloads, from points in the Lehigh and Wyoming regions of Pennsylvania to Jersey City, N. J., from 1906 to 1911, inclusive, found unreasonable to the extent that they exceeded rates per long ton of \$1.45 on prepared sizes and \$1.35 on smaller sizes. Reparation awarded.

654. Other allegations considered and not sustained.

Cameron-Hogg Lumber Co. v. Director General, 62 I. C. C., 218.

655. Rates on lumber and forest products, in carloads, from certain points on the lines of the Portland Railway, Light & Power Company and the Willamette Valley Southern Railway to destinations east of Missoula and Rexford, Mont., and McCammon, Idaho, not found unreasonable, but refusal of defendants to maintain joint rates on the coast-group basis from said points to said destinations while contemporaneously maintaining rates on like traffic on the coast-group basis to the same destinations from points in the states of Washington and Oregon on their own branch lines, on their proprietary branch lines, or on their independent connections, found to result in undue prejudice. Undue prejudice ordered removed. Reparation denied.

Dickey v. Director General, 62 I. C. C., 223.

656. Minimum charge of \$15 per car collected on numerous shipments of clay from Dickey Clay Spur, Mo., to Deepwater, Mo., found unreasonable. Reparation awarded.

Tidewater Oil Co. v. Director General, 62 I. C. C., 226.

657. Upon reconsideration conclusions reached in 58 I. C. C., 92, affirmed. Complaint dismissed.

Boston Wool Trade Asso. v. A., T. & S. F. Ry. Co., 62 I. C. C., 228.

658. On complaint praying for the establishment of additional through routes for the transportation of wool and mohair from points on the Atchison, Topeka & Santa Fe Railway and certain of its connections to Boston, Mass., and other eastern points; *Held*, That the existing through routes are reasonable and adequate. Complaint dismissed.

Lehigh Portland Cement Co. v. Director General, 62 I. C. C., 231.

659. Defendants' refusal to perform the service of switching and spotting cars at complainant's plant beyond the present points of interchange, or to compensate complainant for the performance of such service found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Grand Rapids Plaster Co. v. Director General, 62 I. C. C., 237.

660. Readjustment of rates on plaster and gypsum products, in carloads from Fort Dodge, Gypsum, and Mineral City, Iowa, and Grand Rapids, Mich., to certain territory in Wisconsin, Michigan, and Minnesota, proposed by defendants in conformity with our previous report, 57 I. C. C., 264, disapproved; reasonable and nonprejudicial adjustment from Grand Rapids prescribed.

Allegheny & S. S. Ry. Co. v. Director General, 62 I. C. C., 248.

661. Complainant, a subsidiary of the Oliver Iron & Steel Company, found not to be a common carrier subject to the interstate commerce act.

662. The contracts under which complainant acts as switching agent for defendants are not shown to violate the interstate commerce act and the Commission is without power to abrogate the contracts or revise their terms.

663. Complainant's schedules required to be canceled, and complaint dismissed.

Tex. Carnegie Steel Asso. v. Director General, 62 I. C. C., 253.

664. Combination rail-and-water rates on cold-rolled or drawn steel bars, bar iron (polished), and shafting, carloads, from Beaver Falls, Pa., Cumberland, Md., and other points, to Galveston, Tex., via New York, N. Y., found unreasonable to the extent that the water rate from New York to Galveston exceeded or may exceed the rate contemporaneously applied on merchant-steel bars. Measure of reasonable maximum rate prescribed and reparation awarded.

665. Fourth section relief denied.

Ridge Coal Mining Co. v. M. P. R. R. Co., 62 I. C. C., 259.

666. Defendants' failure to make arrangements whereby complainant's mine located on the Missouri Pacific system at Herrin, Ill., will be enabled to avail itself of the services, facilities, and rates of the Chicago, Burlington & Quincy Railroad, in connection with the interstate transportation of coal, found not to result in undue prejudice to complainant.

667. The publication by the Chicago, Burlington & Quincy Railroad of rates from the Jeffries mine located on the Missouri Pacific at Herrin, Ill., found to be contrary to our tariff rules and required to be discontinued.

668. Complaint dismissed.

Dering Mines Co. v. Director General, 62 I. C. C., 265.

669. The defendants' failure to accord a joint status to complainants' mines located on their rails near Eldorado, Ill., held not to result in unjust discrimination against or undue prejudice to complainants.

670. Defendants' rates on coal from complainants' mines to interstate destinations not shown to be unreasonable, unjustly discriminatory, or unduly prejudicial.

671. Complaint dismissed.

Fairmont & Cleveland Coal Co. v. B. & O. R. R. Co., 62 I. C. C., 269.

672. Defendants' practices in distributing cars to mines of complainants for coal loading found to be unreasonable and unduly prejudicial. Reasonable and nonprejudicial rules prescribed for the future.

Pulp wood to Kingsport from S. C., 62 I. C. C., 277.

673. Proposed increased rates on pulp wood, in carloads, from points in South Carolina and Georgia on the Charleston & Western Carolina to Kingsport, Tenn., found not justified. Suspended schedules ordered canceled.

Specialty Display Case Co. v. Director General, 62 I. C. C., 279.

674. Less-than-carload rating of double first class on show or display cases, counter or floor, within official classification territory found not unreasonable. Complaint dismissed.

Detroit Produce Asso. v. Director General, 62 I. C. C., 283.

675. Reconsignment charge on carloads of fresh or green fruits and vegetables within the Detroit switching district found applicable and not unreasonable or otherwise unlawful. Complaint dismissed.

Ill. Glass Co. v. Director General, 62 I. C. C., 287.

676. Charge for switching carload shipments of ground limestone, during federal control, within the city of Alton, Ill., found not unreasonable. Complaint dismissed.

Empire Cotton Oil Co. v. Director General, 62 I. C. C., 288.

677. Rate on cotton seed, in carloads, from Henderson, N. C., to Dublin, Ga., found unreasonable. Reasonable rate prescribed and reparation awarded.

Pusey & Jones Co. v. Director General, 62 I. C. C., 291.

678. Rate on refuse, bricks, dirt, excavated material, flue dust, sand, and slag, in carloads, from Midvale, Pa., to Gloucester, N. J., found to have been unreasonable. Reparation awarded.

Woodbury Lumber Co. v. Director General, 62 I. C. C., 293.

679. Rates on coal, shingles, and brick, in carloads, between points in Utah, Wyoming, Washington, Montana, and Idaho during federal control found not unreasonable. Complaints dismissed.

Kerr & Co. v. S. S. Ry. Co., 62 I. C. C., 296.

680. Former rates on glass fruit jars and jelly glasses, in carloads, from Sapulpa, Okla., and Hillsboro, Ill., to Pacific coast terminals and certain intermediate points, found not unreasonable but unduly prejudicial.

681. The undue prejudice found to exist as to those points of origin, and as to Sand Springs, Okla., in *Kerr & Co. v. S. S. Ry. Co.*, 40 I. C. C., 291, not shown to have been the proximate cause of any injury to complainants.

682. Supplemental complaint in No. 8180 and complaint in No. 10343 dismissed.

Keese & Co. v. M. P. R. R. Co., 62 I. C. C., 303.

683. Combination rates applicable to shipments of cotton from Marianna and Forrest City, Ark., cotton-compress points, to Helena, Ark., for compression, and shipment thence to New Orleans, La., and Boston, Mass., and points taking the same rates, not found to have been or to be unreasonable, and present adjustment not found otherwise violative of the act. Complaint dismissed.

Globe Soap Co. v. Director General, 62 I. C. C., 307.

Fourth-class less-than-carload rating on common or laundry soap, soap powders, and washing, cleansing, and scouring compounds, moving into or within southern territory, found not unreasonable or illegal. Complaint and petitions in intervention dismissed.

Wilhoit Oil Co. v. Director General, 62 I. C. C., 313.

685. Rates charged for the transportation of petroleum products from Joplin, Mo., to certain destinations in the same State not found unreasonable. Complaint dismissed.

Seaboard By-Product Coke Co. v. Director General, 62 I. C. C., 317.

686. Rates on coke, in carloads, from Seaboard, N. J., to various points in New England, New York, and New Jersey found unreasonable and unduly prejudicial. Reasonable maximum and nonprejudicial rates prescribed and reparation awarded.

687. Through routes and joint rates from Seaboard to points on the New York, New Haven & Hartford Railroad by way of New York harbor denied.

688. Fourth section relief denied.

Gillespie Coal Co. v. I. T. System, 62 I. C. C., 335.

689. Rates on coal, in carloads, from complainant's mine at Gillespie, Ill., to certain interstate destinations found not unreasonable but unduly prejudicial. Undue prejudice ordered removed and reparation denied.

U. S. Cast Iron, P. & F. Co. v. Director General, 62 I. C. C., 339.

690. The Scottdale Connecting Railroad Company found to be a plant facility of the United States Cast Iron & Pipe Foundry Company, and not a common carrier.

691. The failure of the trunk line defendants to make allowance to complainant or to Scottdale Connecting Railroad Company for performing the interchange switching and spotting service at complainant's plant at Scottdale, Pa., not shown to have resulted in rates or charges which were or are unreasonable, unjustly discriminatory, or unduly prejudicial, as alleged.

692. Complaint dismissed.

Burns & Knapp v. B. S. & K. R. Ry. Co., 62 I. C. C., 345.

693. Rates on lumber from Sherman, Ky., to interstate destinations found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Ill. Steel Co. v. Director General, 62 I. C. C., 349.

694. Rate of \$5 per car, plus 15 cents per net ton for the transportation of coke, in carloads, from coke ovens to various points within the area of complainants' plant at Gary, Ind., found to have been unjust and unreasonable during the period from June 25 to September 22, 1918. Reparation awarded.

N. Mex. Corporation Comm. v. Director General 62 I. C. C., 352.

695. Rate of 41 cents per 100 on wheat, in carloads, from Tucumcari, N. Mex., to Galveston, Tex., not shown to be unjustly discriminatory or unduly prejudicial, but found unreasonable to the extent indicated in the report.

696. Fourth section relief denied.

Benwood & Wheeling Ry. Co. v. P., C., C. & St. L. R. R. Co., 62 I. C. C., 357.

697. Benwood & Wheeling Connecting Railway Company found to be a common carrier of property subject to the act to regulate commerce lawfully entitled to receive divisions of joint rates or absorptions of switching charges under appropriate tariff provisions, such divisions or absorptions to be reasonable.

698. Basis for payment by Benwood & Wheeling Connecting Railway Company for use or detention of foreign cars on its line prescribed.

Louisville Cement Co. v. Director General, 62 I. C. C., 362.

699. Rates on cement, in carloads, from Sellersburg, Ind., to points in Kentucky and Tennessee, found unreasonable. Reparation awarded.

Clam and mussel shells from Cloverport, 62 I. C. C., 366.

700. Proposed increased rates on mussel or clam shells, in carloads, from Cloverport and other Kentucky points on the Ohio River to interstate destinations found justified. Order of suspension vacated.

Phoenix Chamber of Commerce v. Director General, 62 I. C. C., 368.

701. Rates on fresh fruits and vegetables, in mixed carloads, from points in California to Phoenix, Ariz., found unreasonable. Reasonable maximum rates prescribed and reparation awarded.

702. Prayer for establishment of through routes and joint rates from northern California points by way of Phoenix to Maricopa and points east thereof on the lines of the Southern Pacific and its connections in Arizona, denied.

National Wholesale Grocers' Asso. v. Director General, 62 I. C. C., 375.

703. Practice of defendants in permitting the meat packers to load certain article of groceries in their peddler and branch-house cars not shown to result in undue prejudice to complainants or unduly to prefer the packers.

704. The various peddler-car rates and rules are not shown to be unreasonable or unduly prejudicial, except that the mileage scale of rates applicable on packing-house products in peddler cars in southwestern territory, found to be unduly prejudicial to complainants and unduly preferential of the meat packers in so far as said scale of rates applies on lard substitutes, cottonseed cooking oil, peanut cooking oil, corn cooking oil, soya-bean cooking oil, canned meats, canned soups, chicken tamale, chili con carne, spaghetti-meat chili, and canned meats with vegetable ingredients.

705. Various rules applicable on mixed carloads of fresh meats and packing-house products found unjust, unreasonable, and unduly prejudicial. Reasonable and uniform mixing rules prescribed for the future.

Security Mills & Feed Co. v. Director General, 62 I. C. C., 405.

706. Rates on blackstrap molasses, in tank-car loads from New Orleans, La., Mobile, Ala., and Savannah, Ga., to Knoxville, Tenn., found unreasonable. Reasonable rate prescribed for the future and reparation awarded.

707. Such rates found unduly prejudicial to Knoxville to the extent that they exceeded and exceed the rates contemporaneously maintained on blackstrap molasses to Nashville, Tenn. Damage as a result of such undue prejudice not shown. Undue prejudice ordered removed.

Phoenix Chamber of Commerce v. Director General, 62 I. C. C., 412.

708. Rates on sugar, in carloads, from California points to Phoenix, Ariz., found unreasonable. Reasonable rate prescribed for the future.

709. Following *Phoenix Chamber of Commerce v. Director General*, 62 I. C. C., 368, prayer for the establishment of through routes and joint rates from San Francisco, Calif., by way of Phoenix, to points on the Southern Pacific, Maricopa, Ariz., to El Paso, Tex., denied.

La. Central Lumber Co. v. C., B. & Q. R. R. Co., 62 I. C. C., 417.

710. Amounts of reparation fixed on shipments of yellow-pine lumber and lumber products from points in Louisiana to points in Nebraska and Kansas in conformity with former reports, 19 I. C. C., 333, and 35 I. C. C., 38.

Nagase & Co. v. Director General, 62 I. C. C., 422.

711. Rates charged on imported potato starch, in carloads, from Seattle and Tacoma, Wash., and from San Francisco, Calif., to Chicago, Ill., New York, N. Y., and points in Pennsylvania and Massachusetts found to have been unreasonable and unjustly discriminatory. Reparation awarded.

Wanzer & Sons v. M., St. P. & S. S. M. Ry. Co., 62 I. C. C., 427.

712. Minimum charge on shipments of milk and cream from Colgate, Duplainville, Waukesha, and Mukwonago, Wis., to Chicago, Ill., found unreasonable. Reparation awarded.

Meyersdale Smokeless Coal Co. v. B. & O. R. R. Co., 62 I. C. C., 429.

713. The refusal of the Baltimore & Ohio Railroad Company from May 1, 1917, to December 28, 1917, and of the Director General of Railroads from December 28, 1917, to August 1, 1918, to furnish, upon reasonable request therefor, cars to complainant at Casselman, Pa., for the transportation of coal during the periods above mentioned, while contemporaneously furnishing cars to other shippers similarly situated for the transportation of the same commodity, found to have been unduly prejudicial to the complainant and its traffic and unduly preferential of complainant's competitors.

Okla. State Shippers' Asso. v. Director General, 62 I. C. C., 433.

714. Rates on canned goods, in carloads, from Colorado points to destinations in Oklahoma found not unreasonable but unduly prejudicial. Relationship prescribed between rates to Oklahoma and Kansas destinations. Reparation denied.

715. Rates on canned condensed milk and canned pickles found neither unreasonable nor unduly prejudicial.

Kansas rates, fares, and charges, 62 I. C. C., 440.

716. Subject to the exceptions stated in the report, intrastate rates, fares, and charges required by the Court of Industrial Relations of the state of Kansas found to subject interstate traffic, and persons and localities outside of the state, to undue prejudice and disadvantage and to constitute an unjust discrimination against interstate commerce.

Natchez Chamber of Commerce v. L. & A. Ry. Co., 62 I. C. C., 464.

717. Order of May 9, 1921, continuing in effect beyond June 2, 1921, the order in *Natchez Chamber of Commerce v. L. & A. Ry. Co.*, 52 I. C. C., 105, entered January 16, 1919, vacated.

Transit privileges on grain, 62 I. C. C., 466.

718. Proposed modification of rule governing rates on grain accorded transit at Chicago district stop-over points found justified. Order of suspension vacated, and proceeding discontinued.

Brooks Elevator Co. v. A. & W. Ry. Co., 62 I. C. C., 469.

719. Rates on blackstrap molasses, in carloads, from New Orleans, La., Mobile, Ala., and Memphis, Tenn., to Minneapolis, Minn., found not unreasonable or unduly prejudicial. Complaint dismissed.

Boldt Paper Mills v. Director General, 62 I. C. C., 471.

720. Upon further hearing, found: That the rate charged on solicate of soda, in tank-car loads, from Ancor, Ohio, to Red Bank, Ohio, during federal control, was applicable and not unreasonable. Complaint dismissed. Original report, 55 I. C. C., 331, overruled.

Tionesta Valley Railway Co., 62 I. C. C., 473.

721. Tionesta Valley Railway Company found to be a common carrier subject to the interstate commerce act which may lawfully participate in joint rates with other common carriers or have its switching charges on interstate shipments absorbed under proper tariff provision by the roads having the line haul. Its compensation must not be more than is reasonable and a complete and specific statement of any basis agreed upon must be filed with the Commission immediately on its adoption.

Lawton Refining Co. v. Director General, 62 I. C. C., 480.

722. Rate of 9 cents per 100 pounds charged on numerous shipments of crude petroleum, in carloads, from Junction City, Okla., to Lawton, Okla., during Federal control found unreasonable. Reparation awarded.

Gunnison Valley Sugar Co. v. D. & R. G. R. R. Co., 62 I. C. C., 483.

723. Rates applicable on secondhand sugar-making machinery, in carloads, from Waverly, Wash., to Gunnison, Utah, found not unreasonable or otherwise unlawful. Complaint dismissed.

Alpirn v. Director General, 62 I. C. C., 486.

724. Demurrage charges assessed at Omaha, Nebr., on certain cars of scrap iron moving under order-notify bills of lading found not to have been unreasonable or otherwise unlawful. Complaint dismissed.

Texas Co. v. Director General, 62 I. C. C., 489.

725. Rate on lubricating oil and paraffin wax, in carloads, from Port Arthur to Galveston, Tex., for export, found unreasonable. Reparation awarded.

Tum-a-Lum Lumber Co. v. Director General, 62 I. C. C., 491.

726. Rates on sand from Umatilla to Helix, Oreg., and rates on coal from Mohrland and Scofield, Utah, and Bellevue, Alberta, Canada, to Naches, Eureka, and Mabton, Wash., moving during federal control, found not unreasonable. Complaint dismissed.

Sapulpa Refining Co. v. Director General, 62 I. C. C., 493.

727. Rate on crude petroleum, in carloads, from Drace, Okla., to Sapulpa, Okla., during federal control, found not unreasonable. Complaint dismissed.

De Jean v. Director General, 62 I. C. C., 495.

728. Rate on compressed cotton, in square bales, any quantity, from Opelousas, La., to Houston, Tex., found unreasonable. Reparation awarded.

Tuffli Bros. Co. v. Director General, 62 I. C. C., 497.

729. Transportation charges on a carload of smithing coal from Douglas, W. Va., to Chicago, Ill., reconsigned to Oakdale, Calif., and subsequently to Los Angeles, Calif., found applicable and not unreasonable. Complaint dismissed.

Aluminum Ore Co. v. Director General, 62 I. C. C., 498.

730. Rate on fluorspar, in carloads, from Wagon Wheel Gap, Colo., to East St. Louis, Ill., found not unreasonable. Complaint dismissed.

Phoenix Chamber of Commerce v. S. P. Co., 62 I. C. C., 500.

731. Rate on apples, in carloads, from Watsonville, Calif., to Phoenix, Ariz., found unreasonable. Reasonable maximum rate prescribed and reparation awarded.

Sheffield Farms Co. v. Director General, 62 I. C. C., 503.

732. Rates on ice, in carloads, from Fleischmann's, N. Y., to Grand Gorge and Hobart, N. Y., during federal control, found unreasonable. Reparation awarded.

Grain & Hay Exch. v. Director General, 62 I. C. C., 506.

733. Rules providing for the assessment of a charge for the reconsignment of carload shipments of track grain held at Pittsburgh, Pa., for inspection and grading, found unjust, unreasonable, and unduly prejudicial. Reparation awarded.

Carload minimum weight on sugar, 62 I. C. C., 510.

734. Proposed reduction in the carload minimum weight on sugar from points in Colorado, Idaho, Kansas, Nebraska, and Utah, to points in Arkansas,

Colorado, Iowa, Kansas, Louisiana, Missouri, Nebraska, New Mexico, and Oklahoma, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

New England divisions, 62 I. C. C., 513.

Upon complaint that divisions of joint rates on property transported between points on the lines of defendants and points in New England on the lines of complainants were and are violative of certain provisions of the interstate commerce act. *Held*, That:

735. No basis is afforded for a valid prescription of divisions, but it is shown that just, fair, and equitable divisions can not, in many instances, flow from existing arrangements.

736. Record held open for submission of proposed readjustments.

American Smelting Co. v. Director General, 62 I. C. C., 583.

737. Demurrage charge and average free time at Baltimore, Md., on carload shipments of coke for export, moved on domestic bills of lading, between February 10 and December 31, 1918, found not unjust or unreasonable. Complaint dismissed.

Intrastate rates within State of Texas, 62 I. C. C., 591.

On further hearing, *Found*:

738. That the interstate and intrastate rates on cotton linters within Texas are so related that disturbance of that relation would contravene the interstate commerce act, and that restoration of the former 15 per cent rate relation of cotton linters to flat cotton moving in interstate or foreign commerce is not warranted.

739. Such a reduction in the intrastate rates on cotton linters as is here sought would result in unjust discrimination against interstate and foreign commerce, and no modification as to such rates of our original findings and order is warranted by this record. Former report, 60 I. C. C., 421.

Extension of Memphis-Southwestern scale, 62 I. C. C., 596.

740. Proposed class rates between points in Kansas and points in Oklahoma; between points in Kansas and Oklahoma and points in Texas; between points in Texas, on the one hand, and points in Arkansas and in Louisiana, and Memphis, Tenn., Vicksburg and Natchez, Miss., on the other; and between points in Oklahoma on interstate traffic, not justified. Tariffs under suspension ordered canceled without prejudice to the filing of tariffs in conformity with the findings of this report.

Swift & Co. v. Director General, 62 I. C. C., 618.

741. Rates on ice, in carloads, between points in western territory and from St. Louis to Chicago found unreasonable. Reparation awarded.

Birmingham Packing Co. v. N. O. & N. E. R. R. Co., 62 I. C. C., 627.

742. Rate on cattle and hogs, in carloads, from New Orleans and Port Chalmette (or Chalmette), La., to Birmingham, Ala., found unreasonable. Reparation awarded.

Barrett & Zimmerman v. Director General, 62 I. C. C., 629.

743. Rate and classification rating on steel horse collars from Davenport, Iowa, and Rock Island, Ill., to Minnesota Transfer, Minn., found not unreasonable. Complaint dismissed.

Du Pont de Nemours & Co. v. Director General, 62 I. C. C., 631.

744. Rates on sulphuric and muriatic acids, in tank-car loads or in carboys, in carloads, from Jersey City, Newark, and Bayway, N. J., to Gibbstown and Carney's Point, N. J., during federal control, found unreasonable. Reparation awarded.

Oregon Public Service Commission v. Director General, 62 I. C. C., 633.

745. Upon further consideration of the record herein, order entered giving effect to the conclusions reached in the original report, 59 I. C. C., 321.

Cedar Rapids Gas Co. v. Director General, 62 I. C. C., 636.

746. Rates for the transportation of bituminous coal, in carloads, from Jenkins and McRoberts, Ky., to Cedar Rapids, Iowa, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Sligo Iron Store Co. v. W. M. Ry. Co., 62 I. C. C., 643.

747. Shipment of coal from Coketon, W. Va., to Lamar, Colo., found to have been overcharged. Reparation awarded.

Sloss-Sheffield Steel & Iron Co. v. L. & N. R. R. Co., 62 I. C. C., 646.

748. Upon further consideration, amount of reparation awarded to certain complainants on shipments of pig iron, in carloads, from points in Alabama and Tennessee to Ohio River crossings and points in central freight association territory modified. Preceding supplemental report, 60 I. C. C., 595.

Indiana rates, fares, and charges, 62 I. C. C., 648.

749. Evidence on further hearing held not to warrant change in rates on logs between points in Indiana on intrastate traffic prescribed in *Indiana Rates, Fares, and Charges*, 60 I. C. C., 337.

750. Evidence on further hearing held not to warrant modification of order in *Indiana Rates, Fares, and Charges*, 60 I. C. C., 337, relative to rates on coal applicable intrastate in Indiana for distances of less than 30 miles.

Omaha Chamber of Commerce v. C., B. & Q. R. R. Co., 62 I. C. C., 655.

751. Reconsignment rules and charges applicable on coal and coke, in all cars, and on freight in open-top cars, effective August 20, 1920, in the territory west of the Mississippi River on the lines of the defendants, found not unreasonable or unduly prejudicial. Complaint dismissed.

Security Mills & Feed Co. v. Director General, 62 I. C. C., 657.

Upon complaint that the rates on cottonseed meal, peanut oil-cake meal, velvet-bean meal, soya-bean meal, palm-kernel meal, and copra meal from points of production in southern states to Knoxville, Tenn., and that the rates on mixed feed from Knoxville to points of consumption in Virginia and Carolina territories and north of the Potomac River are unreasonable and unduly prejudicial, *Held*:

752. That the rates on meal to Knoxville are not unreasonable; but that they are unduly prejudicial to the extent that they exceed on a distance basis the contemporaneous rates on like traffic to Nashville, Tenn. -

753. That the rates on peanut oil-cake meal, soya-bean meal, velvet-bean meal, palm-kernel meal, and copra meal to Knoxville are unduly prejudicial to the extent that they are higher in relation to rates on cottonseed meal than the contemporaneous rates on like traffic to Nashville and Memphis, Tenn., Louisville, Ky., and Cincinnati, Ohio.

754. That the rates on mixed feed from Knoxville are not unreasonable; but that as to points on defendants' lines on and south of the line of the Southern Railway extending from Greensboro to Goldsboro, N. C., they are unduly prejudicial to the extent that they exceed on a distance basis the contemporaneous rates on like traffic from Nashville, Tenn., with a minimum differential of 4 cents lower than the latter rates, and to the extent that they exceed the lowest contemporaneous rate on like traffic from Memphis, Tenn., Louisville, Ky., or Cincinnati, Ohio; and that as to points north of said line of the Southern Railway the rates are unduly prejudicial to the extent that they exceed the contemporaneous rates on like traffic from Nashville or Memphis, Tenn.

755. Fourth section relief denied.

Southern Veneer Asso. v. A. C. L. R. R. Co., 62 I. C. C., 669.

756 Maximum rates on poplar and gum logs, in carloads, from South Carolina points to certain destinations in North Carolina prescribed for the future. Reparation awarded in certain instances where lower combinations existed over the routes of movement than the rates charged, and where shipments were misrouted.

San Diego & A. Ry. Co. v. A., T. & S. F. Ry. Co., 62 I. C. C., 675.

757. Rate on motor cars, dead, on their own wheels, from Minneapolis, Minn., to San Diego, Calif., found unreasonable. Reparation awarded.

Capital Ice & Storage Co. v. St. L.-S. F. Ry. Co., 62 I. C. C., 677.

758. Rates applicable on ice, in carloads, from Carthage and Joplin, Mo., to Oklahoma City, Okla., found unlawful and unreasonable. Reparation awarded and reasonable maximum rate prescribed.

Genesee & Wyoming Railroad Co., 62 I. C. C., 680.

759. The Genesee & Wyoming Railroad Company found to be a common carrier subject to the interstate commerce act which may lawfully participate in joint interstate rates with its trunk line connection. Its divisions must be no more than reasonable, and a complete and specific statement of the arrangements entered into must be filed with the Commission immediately upon their consummation.

Rail-and-water rates on plaster, 62 I. C. C., 685.

760. Proposed cancellation of joint rail-and-water rate on cement plaster, in carloads, from Southard, Okla., and points grouped therewith, to New York and Brooklyn, N. Y. (Gulf Line piers only), found not justified. Suspended schedules ordered canceled and proceeding discontinued.

West Ky. Coal Bureau v. I. C. R. R. Co., 62 I. C. C., 686.

761. Rates on coal, in carloads, from western Kentucky to points in southeastern Missouri and northeastern Arkansas found unduly prejudicial to complainant's members and unduly preferential of mine operators in southern Illinois. Basis for the removal of such prejudice and preference prescribed.

Dodge Bros. v. Director General, 62 I. C. C., 689.

762. Demurrage and storage charges assessed at San Francisco, Calif., on carload shipments of motor cars consigned under through export bills of lading from Detroit, Mich., to the Philippine Islands and Java, found not illegal, unreasonable, or unduly prejudicial. Complaint dismissed.

Chevrolet Motor Co. v. Director General, 62 I. C. C., 693.

763. Rate charged on so-called wiring harness included in carload shipments of starting devices from Toledo, Ohio, to Oakland, Calif., found illegal. Refund directed and complaint dismissed.

Citizens Coal Mining Co. v. Director General, 62 I. C. C., 695.

764. Rates on soft coal, in carloads, from complainant's mines A and B near Springfield, Ill., to Springfield, during federal control, found unreasonable. Reparation awarded.

Leavenworth Chamber of Commerce v. Director General, 62 I. C. C., 697.

765. Increased charges of the Leavenworth & Topeka Railroad for switching interstate shipments to and from team tracks at Leavenworth, Kans., found to be unreasonable to the extent that they exceed \$5 per car.

766. Increased charges of the same line for switching between industries and connecting lines and between connecting lines at the same point found justified as applied to interstate shipments.

Cairo Asso. of Commerce v. Director General, 62 I. C. C., 701.

767. So-called net rates on logs, bolts, billets, and poles, in carloads, from points on the Illinois Central and Mobile & Ohio railroads south of the Ohio River to Cairo, Ill., and minimum carload weights maintained by the Illinois Central in connection with such rates, found not unreasonable. Complaint dismissed.

Miller Paper Co. v. P. R. R. Co., 62 I. C. C., 705.

768. Charges for interchanging interstate inbound carload traffic between defendants' lines at Downingtown, Pa., found unreasonable. Reasonable maximum charge prescribed for the future.

769. Failure of defendants to provide for absorption of such charges, not found to be unreasonable, unjustly discriminatory, or unduly prejudicial.

770. Failure of defendants to interchange outbound interstate carload traffic at Downingtown, and to provide charges therefor, not found unreasonable, unjustly discriminatory, or unduly prejudicial.

Sheffield & Tionesta Railway Co., 62 I. C. C., 710.

771. The Sheffield & Tionesta Railway Company found to be a common carrier subject to the interstate commerce act which may lawfully receive divisions of joint interstate rates or absorption of its switching charges under appropriate tariff provisions from its trunk line connection, such divisions or charges to be reasonable.

Procter & Gamble Co. v. Director General, 62 I. C. C., 713.

772. Upon further consideration, held, that the rate charged on peanut oil, in tank-car loads, from Suffolk, Va., to Macon, Ga., was unreasonable. Reparation awarded. Prior finding that the rate charged on a less-than-carload shipment of the same commodity in barrels from Suffolk to Macon was not unreasonable affirmed. Original report, 60 I. C. C., 757.

Monroe Shingle Co. v. Director General, 62 I. C. C., 714.

773. Upon reconsideration, rates on cypress lumber and shingles, in straight or mixed carloads, or mixed with pine lumber and shingles in carloads, from Lake Charles, La., to various points in Texas, found not unreasonable or unjustly discriminatory. Complaint dismissed. Former report, *Independent Co-operative Lumber Co. v. L. W. R. R. Co.*, 51 I. C. C., 557, reversed.

774. Rates on cypress shingles, in carloads, from Monroe, La., to various points in Texas found not unreasonable. Complaint dismissed.

Farley & Loetscher Mfg. Co. v. Director General, 62 I. C. C., 721.

775. Rates on sash, doors, door and window screens, and other millwork from Dubuque, Clinton, and Muscatine, Iowa, to Texas common-point territory and to El Paso group points found unreasonable and unduly prejudicial. Reasonable rates prescribed for the future. Reparation awarded.

Canton Chamber of Commerce v. P. Co., 62 I. C. C., 726.

776. Reparation on coal shipped from the Pittsburgh and Connellsville districts in Pennsylvania to Canton, Ohio, on rates found in the original proceeding to have been unduly prejudicial to Canton and unduly preferential of Youngstown and Cleveland, Ohio, denied on further hearing. Original report, 56 I. C. C., 293.

Lafayette Hydraulic Gravel Co. v. C. & E. I. R. R. Co., 62 I. C. C., 729.

777. Rates on sand and gravel in carloads, from Lafayette, Ind., to certain points in Illinois found unreasonable and unduly prejudicial with relation to the rates on the same commodities from Attica, Ind., to the same destinations. Reasonable and nonprejudicial rates prescribed for the future.

Southern Carbon Co. v. A. & L. M. Ry. Co., 62 I. C. C., 733.

778. Rates on gasoline, in tank cars, from Fairbanks, Spyker, Guthrie, and other Louisiana points in the so-called Monroe district to Baton Rouge and New Orleans, La., via interstate routes, and to Vicksburg, Miss., Memphis, Tenn., St. Louis, Mo., East St. Louis, Cairo, and Chicago, Ill., Cincinnati, Columbus, Cleveland, and Toledo, Ohio, Pittsburgh and Philadelphia Pa., Baltimore, Md., and New York, N. Y., found to have been and to be unreasonable. Reparation awarded on shipments from Spyker, Fairbanks, and Guthrie to Toledo. Measure of reasonable maximum rates prescribed for the future.

Illinois Coal Cases, 62 I. C. C., 741.

Upon complaints assailing as unreasonable, unjustly discriminatory, and unduly prejudicial the rates on bituminous coal from mines in the Fulton-Peoria, Third Vein, Springfield, and Belleville districts and from the so-called inner group, all in Illinois, to destinations in Illinois, Indiana, Iowa, Minnesota, Wisconsin, Michigan, Nebraska, Kansas, North Dakota, South Dakota, and Missouri, *Held*:

779. That the rates from the Third Vein, Springfield, and Belleville districts to the northwest are unduly prejudicial, to the extent that they are less than 70 cents, 30 cents, and 10 cents lower per ton, respectively, than the rates from the southern Illinois district to the same territory of destination.

780. That the rates from the Fulton-Peoria district to certain points in Iowa are unduly prejudicial to the extent that they are less than 70 cents and 40 cents lower per ton than the rates from the southern Illinois and Springfield districts, respectively, to the same destinations.

781. That the rates from mines in the inner group to St. Louis and points in Missouri and southern Iowa, except Missouri River cities, to which the traffic moves through St. Louis, are unduly prejudicial to the extent that they are less than 22.5 cents lower per ton than the rates contemporaneously maintained from mines in the southern Illinois group to the same destinations.

Duquesne Coal & Coke Co. v. P. & W. Va. Ry. Co., 62 I. C. C., 759.

782. Interstate rates on bituminous coal from mines west of Pittsburgh, Pa., in the States of Pennsylvania and West Virginia, on the Pittsburgh & West

Virginia Railway, to points north and east found unduly prejudicial. Undue prejudice ordered removed.

N. Mex. Corporation Commission v. Director General, 63 I. C. C., 1.

783. Rate on beans from Denning, N. Mex., to interstate destinations east thereof found not unreasonable, unduly prejudicial, or otherwise unlawful. Complaint dismissed.

Lehigh & Wilkes-Barre Coal Co. v. Director General, 63 I. C. C., 3.

784. Rates on mine props, in carloads, from points in Maryland, Virginia, and Delaware to Plymouth, Pa., found to have been unreasonable. Reparation awarded.

Hudson Mule Co. v. L. & N. R. R. Co., 63 I. C. C., 6.

On complaints attacking the rates on horses and mules from various stations in Kentucky and Tennessee and from St. Louis, Mo., East St. Louis, Ill., from Ohio River crossings, and Nashville, Tenn., and from all points in the states north of the Ohio and west of the Mississippi rivers to points in the states of Alabama and Georgia, as being in violation of sections 1, 3, and 4 of the act to regulate commerce, and section 10 of the federal control act. *Held*:

785. That through rates which were higher than the aggregates of the intermediate rates subject to the act were to that extent unreasonable. Reparation awarded.

786. That the defendants should establish the reasonable distance rates suggested at the hearing.

787. Relief from the provisions of the fourth section of the act denied, except that via the indirect routes departures from the long-and-short-haul provision are authorized to the extent outlined in the report.

Lake Charles Rice Milling Co. v. A. & N. Ry. Co., 63 I. C. C., 18.

Carload rates on rough rice from points in Arkansas, California, Louisiana, and Texas to Lake Charles, La., and rates on clean rice and rice products from Lake Charles to various destinations east of intermountain territory are in issue. Complainant also requests free milling in transit on rough rice from Arkansas and California. *Held*:

788. Milling in transit required to be established at Lake Charles on rough rice from California to New Orleans and from Arkansas to points where the out-of-line haul does not exceed 15 per cent, on basis of the through rate on clean rice plus a transit charge of 2.5 cents per 100 pounds of clean rice.

789. That the rates on rough rice from Arkansas to Lake Charles were and are unreasonable and unduly prejudicial; that the rates on rough rice from Texas to Lake Charles were and are unreasonable; that the rates on rough rice from interior Arkansas points to New Orleans were and are unduly prejudicial; that the rates on clean rice from Lake Charles to Memphis, Vicksburg, to the southeast, and to Atlantic seaboard territory were and are unduly prejudicial; and that the rates on clean rice and rice bran from Lake Charles to points in Texas were and are unreasonable and unduly prejudicial. Reparation denied.

790. The question of undue prejudice in connection with rates on rough rice from Texas points to Lake Charles is reserved for a further hearing in order that the provisions of the transportation act of 1920 can be complied with.

Old Dominion Co. v. Director General, 63 I. C. C., 43.

791. Provisions in joint tariffs limited the amount of liability for marine risk on shipments of copper bullion moving rail and water, under arrangements for continuous carriage or shipment, from Arizona points through the port of Galveston, Tex., to New York, N. Y., and points in the New York district. Upon complaint, found that the failure of defendant to include in the rates charged during the period covered by the complaint marine insurance for the full value of the shipments did not result in charges which were unreasonable, unduly prejudicial, or otherwise unlawful.

Whitaker-Glessner Co. v. B. & O. R. R. Co., 63 I. C. C., 47.

792. Complainant's railway found to be a plant facility over which defendants can not be required to perform interchange switching within the plant.

793. Placing of cars upon the interchange tracks within the plant found to constitute delivery at the industry under the line-haul rates.

794. Refusal of defendants to perform interchange switching in the plant, or to make in lieu thereof an allowance in money, found not to have been or to be unreasonable, unjustly discriminatory, unduly prejudicial, or in violation of the fourth section of the act. Complaint and supplemental complaint dismissed.

Carnation Milk Products Co. v. A., T. & S. F. Ry. Co., 63 I. C. C., 60.

795. Charges for heated-car service on shipments of condensed milk from the Pacific northwest to eastern points found unreasonable.

796. Failure of rules governing such service to permit change in transit from shippers' to carriers' protection and vice versa found not unreasonable.

Certain-teed Products Corp. v. A., T. & S. F. Ry. Co., 63 I. C. C., 65.

797. Rates on prepared roofing, asphalt shingles, building and roofing paper, roofing cement, and related articles, in carloads, from Marseilles and East St. Louis, Ill., to interior jobbing points in Minnesota, the Dakotas, Nebraska, and Kansas found not intrinsically unreasonable; but found unduly prejudicial in comparison with the present commodity rates from the two named points of origin to Duluth, Minn., the twin cities, and Missouri River cities to the extent that their percentage to fifth-class rates exceeds, or may exceed, by more than 20 per cent the percentage of the commodity rates to the fifth-class rates on like traffic to Duluth, the twin cities, and Missouri River cities.

798. Rates on the same commodities to Wyoming and Montana found not unreasonable or unduly prejudicial.

799. Rates on prepared roofing, asphalt shingles, and related commodities, in straight or mixed carloads, to Colorado common points found unreasonable to the extent that they exceed or may exceed the rates on building paper.

800. Uniform commodity rate description prescribed.

Oil from Texas ports to Sulphur Mine, 63 I. C. C., 74.

801. Proposed reduced rate on crude and fuel oil, in tank-car loads, from certain Texas ports to Sulphur Mine, La., found not justified. Suspended schedules ordered canceled.

East Jersey R. R. & T. Co. v. Central R. R. Co. of N. J., 63 I. C. C., 80.

802. On further hearing, reasonable divisions to the East Jersey Railroad & Terminal Company out of joint interstate rates prescribed. Previous reports, 36 I. C. C., 146, and 37 I. C. C., 357.

American Steel Export Co. v. Director General, 63 I. C. C., 86.

803. Rates on steel products, consisting of bars, strip steel, and pipe, from East Chicago, Ill., Warren, Ohio, Zanesville, Ohio, and Buffalo, N. Y., to Seattle, Wash., and angles and channels from Pottsville, Pa., to San Francisco, Calif., all for export, found not unreasonable or otherwise unlawful. Complaints dismissed.

Thomas Cotton Co. v. I. C. R. R. Co., 63 I. C. C., 89.

804. Transit provisions on cotton in effect at other compress points on lines of defendants under which transit is available on shipments involving a back haul from the transit point, which is not permitted under their transit provisions in effect at Holly Springs, Como, Ruleville, and Cleveland, Miss., found to unduly prejudice said points, which undue prejudice the defendants are required to remove.

Certain-Teed Products Corp. v. Director General, 63 I. C. C., 93.

805. Rates on liquid asphalt, in tank-car loads, from Louisiana and Texas refining points to East St. Louis, Vandalia, Marseilles, and Chicago, Ill., found not unlawful or unreasonable, except from Mereaux, La., to the extent that they exceeded the rates from New Orleans, La. Reparation awarded.

Maltby v. S. V. Ry. Co., 63 I. C. C., 103.

806. Rate on chrome iron ore from Prairie to Baker, Oreg., found not unreasonable or otherwise unlawful. Complaint dismissed.

National Live Stock Shippers' League v. A., T. & S. F. Ry. Co., 63 I. C. C., 107.

807. Upon complaint that rates on ordinary live stock, in carloads, within the territory served by the western and mountain-Pacific groups of carriers as defined in *Increased Rates*, 1920, 58 I. C. C., 220, are unjust and unreasonable; *Held*, That the record as made will not support a finding that the rates assailed,

as a whole, are unjust and unreasonable. Basis of readjustment indicated and record held open.

Lake Erie & Fort Wayne Railroad Co., 63 I. C. C., 122.

808. Rules prescribed for payment by Lake Erie & Fort Wayne, Chicago Short Line, Manufacturers' Junction, Lakeside & Marblehead, Valley, and Bay Terminal railroads for use or detention of foreign cars on their lines. Former reports, 58 I. C. C., 558, 561, 666, 671, 677, and 680.

Lumber rates from Pacific coast, 63 I. C. C., 125.

809. Proposed withdrawal of the Chicago, St. Paul, Minneapolis & Omaha Railway Company and Great Northern Railway Company from participation in joint rates on lumber and forest products, in carloads, from points in California and Oregon to points in Nebraska, Iowa, Minnesota, and Wisconsin, found not justified. Suspended schedules ordered canceled. Fourth section relief denied.

Schuhle's Grape Juice Co. v. Director General, 63 I. C. C., 129.

810. Demurrage and storage charges assessed at Highland, N. Y., during Federal control on carload shipments of grapes found illegal.

Orange Rice Mill Co. v. Director General, 63 I. C. C., 133.

811. Rate on rough rice, in carloads, from Fenton, La., to Orange, Tex., found to have been and to be unreasonable. Reparation awarded.

Consolidated Gas Co. v. Director General, 63 I. C. C., 135.

812. Charges applicable on bog iron ore, in carloads, from Point du Lac and Yamachiche, Quebec, Canada, to Baltimore, Md., found not unreasonable. Complaint dismissed.

Foster Lumber Co. v. Director General, 63 I. C. C., 139.

813. Rate on soft coal, in carloads, from Walsenburg, Colo., to Billings, Okla., found unreasonable. Reparation awarded.

Penn Seaboard Steel Corp. v. Director General, 63 I. C. C., 141.

814. Rate on pig iron, in carloads, from Harrisburg, Pa., to New Castle, Del., found unreasonable. Reparation awarded.

Kaufman & Sons Co. v. Director General, 63 I. C. C., 143.

815. Rate charged for movement of a locomotive crane, on its own wheels, between Elizabethport and Bayway, N. J., during Federal control, found unreasonable. Reparation awarded.

Vulcan Detinning Co. v. Director General, 63 I. C. C., 145.

816. Rates on scrap tin plate, in carloads, from Oconomowoc, Wis., to Streator, Ill., found to have been unreasonable. Reparation awarded.

Todd Co. v. Director General, 63 I. C. C., 147.

817. Rating in official territory of one and one-half times first class on peppermint and spearmint oils when shipped in metal cans in barrels or boxes, and first class when shipped in bulk in barrels, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Beaumont Chamber of Commerce v. Director General, 63 I. C. C., 151.

818. Rates on clean rice, in carloads, from Lake Charles, La., and from Gueydan, La., to Beaumont, Tex., found unreasonable. Reasonable rates prescribed for the future. Reparation awarded.

Glacier Co. v. American Ry. Express Co., 63 I. C. C., 153.

819. The practice of defendant of assessing charges on 5-gallon shipments of ice cream in tubs packed with ice on an estimated, or billing, weight of 115 pounds while contemporaneously assessing the charges on the same quantity of ice cream in a dry refrigerating container on actual weight, found unduly prejudicial to complainant. Undue prejudice required to be removed.

Selma Chamber of Commerce v. Director General, 63 I. C. C., 157.

820. Rate on sugar, in carloads, from New Orleans, La., to Selma, Ala., found unreasonable. Reparation awarded.

Tennessee rates and charges, 63 I. C. C., 160.

821. Respondents' intrastate rates in Tennessee, on stone and gravel, in carloads, for use in the construction of public highways and consigned to

federal, state, county, or municipal authorities or their bona fide agents, maintained by state authority, found to result in undue prejudice to shippers of interstate traffic, in undue preference of shippers of intrastate traffic, and in unjust discrimination against interstate commerce. Rates prescribed which will remove such prejudice, preference, and discrimination. Intrastate rates on common brick and sewer pipe, in carloads, not found unduly preferential or prejudicial.

Pittsburgh Terminal R. R. & C. Co. v. Director General, 63 I. C. C., 179.

822. Rates on bituminous coal, in carloads, from points in Pennsylvania on the West Side Belt Railroad to certain interstate destinations east of Harrisburg, Pa., found not unreasonable, but refusal of defendants to maintain joint rates on the Westmoreland group basis from and to such points while contemporaneously maintaining rates on like traffic on the Westmoreland group basis to the same destinations from points on the Peters Creek and Ellsworth branches of the Monongahela division of the Pennsylvania Railroad and on the Monongahela Railway, found to result in undue prejudice. Undue prejudice ordered removed.

United Iron Works v. Director General, 63 I. C. C., 184.

823. Rates on iron and steel plates, in carloads, from Chicago, Ill., and points taking the same rates, to Iola, Kans.; rates on coke and pig iron, in carloads, from Chicago and points taking the same rates, to Iola and Independence, Kans.; and on pig iron from Duluth, Minn., and points taking the same rates, to Iola, Independence, and Pittsburg, Kans., Joplin, Springfield, and Aurora, Mo., found not unreasonable, but the rates on iron and steel plates from Chicago to Iola and on pig iron from Chicago and Duluth to Iola and Independence found unduly prejudicial. Reparation denied.

824. Relief from the long-and-short haul provision of the fourth section with respect to points intermediate to Girard, Kans., denied.

Anthracite coal to stations in N. Y., 63 I. C. C., 193.

825. Respondents have not justified the proposed increased rates on anthracite coal from the Wyoming, Lehigh, and Schuylkill regions in Pennsylvania to stations in New York, and an order will be entered requiring the carriers to cancel the suspended schedules, but without prejudice to the presentation of another plan of revision designed to bring about greater uniformity in the rates.

Morgantown & Wheeling Ry. Co. v. P. R. R. Co., 63 I. C. C., 197.

826. Morgantown & Wheeling Railway found to have been and to be entitled to an increase of its division out of joint rates on interstate shipments of coal under our findings in *Increased Rates, 1920*, 58 I. C. C., 220. Complaint dismissed.

Standard Oil Co. v. Director General, 63 I. C. C., 200.

827. Rates on petroleum and petroleum products, in tank-car loads, from Baton Rouge, La., to Athens, Ala., and Beaver Dam, Flemingsburg, and Elkton, Ky., found not unreasonable.

828. Joint rate on the same commodities from Baton Rouge to Bowling Green, Ky., found unreasonable to the extent that it exceeded the aggregate of the intermediate rates. Reparation awarded.

829. Fourth section applications denied.

Columbia Quarry Co. v. Director General, 63 I. C. C., 203.

830. Rates on crushed stone and on ground limestone, in carloads, from Krause, Ill., to various destinations in Illinois, during federal control, and to Brownsville, Tenn., found not unreasonable. Complaint dismissed.

Northern Grain & Warehouse Co. v. S. & S. Ry. Co., 63, I. C. C., 205.

831. Charges on a carload of wheat from Sherar, Oreg., to Portland, Oreg., over and interstate route, found unreasonable. Reparation awarded.

Best-Clymer Mfg. Co. v. L. & N. R. R. Co., 63 I. C. C., 207.

832. Rates on strawberries moving in car lots from Franklin and Pembroke, Ky., and interstate from Portland, Tenn., to Humboldt and Milan, Tenn., found unreasonable. Reparation awarded.

Early-Foster Co. v. S. P. Co., 63 I. C. C., 209.

833. Rates on sugar, in carloads, from Nogales, Ariz., to El Paso, Tex., moved on through bills of lading from San Blas, Mexico, and destined to points in

Mexico but delivery accepted at El Paso, found not unreasonable. Complaint dismissed.

Sioux City Brick & Tile Co. v. Director General, 63 I. C. C., 211.

834. Rate charged for switching brick, in carloads, between points within the switching limits of Sioux City, Iowa, found unreasonable. Reparation awarded.

Aetna Explosives Co. v. B. & O. R. R. Co., 63 I. C. C., 213.

835. Rate applicable on a carload shipment of electric blasting caps from Port Ewen, N. Y., to Wilsonburg, W. Va., found not unreasonable, but shipment found to have been misrouted. Adjustment of charges directed and complaint dismissed.

Western Stoneware Co. v. C., B. & Q. R. R. Co., 63 I. C. C., 215.

836. Rate on bituminous coal, in carloads, from Oakland City, Ind., to Monmouth, Ill., found not unreasonable. Complaint dismissed.

Silica Sand Producers Asso. v. C., B. & Q. R. R. Co., 63 I. C. C., 217.

837. Charges applicable on a carload of silica sand from Oregon, Ill., to Healy, Ill., reconsigned to Gas City, Ind., found not unreasonable or unduly prejudicial. Complaint dismissed.

Beall v. W. T. Co., 63 I. C. C., 220.

838. Upon reargument, original findings herein, 60 I. C. C., 600 affirmed.

Bell Lumber Co. v. Director General, 63 I. C. C., 225.

839. Rates applicable on lumber and other forest products, in carloads, shipped from points in Oregon, Washington, Idaho, and Montana to St. Paul, Minneapolis, and Minnesota Transfer, Minn., there unloaded, stored, sorted, or treated, and reforwarded to points south and east thereof, found not unreasonable. Rates charged on certain shipments found illegal and refund of overcharges directed. Complaint dismissed.

Amendt Milling Co. v. N. Y. C. R. R. Co., 63 I. C. C., 230.

840. Out-of-route or back-haul charges applicable to grain and its products accorded transit at Monroe, Mich., and forwarded to points east and south of Toledo, Ohio, not shown to have been or to be unreasonable. Complaint dismissed.

Gold Hunter Mining & Smelting Co. v. Director General, 63 I. C. C., 234.

841. Charges on ore and concentrates, in carloads, from Sunset and Mullan, Idaho, to Salida, Colo., based on ore values, found unreasonable and unduly prejudicial to the extent that they exceeded and exceed charges in connection with ore values computed on the basis contemporaneously applied on like traffic from the same originating points to Pueblo, Colo. Basis of reasonable maximum and nonprejudicial charges prescribed for the future. Waiver of collection of undercharges authorized.

McGregor-Noe Hardware Co. v. St. L.-S. F. Ry. Co., 63 I. C. C., 246.

842. Rates on iron and steel articles, in less than carloads, from Springfield, Mo., to certain destinations in Arkansas found not unreasonable or otherwise unlawful.

843. Rate on the same articles, in carloads, from Pittsburgh, Pa., to Springfield found not unreasonable but unduly prejudicial.

Birmingham Rail & Locomotive Co. v. Director General, 63 I. C. C., 249.

844. Rates on steel rails, in carloads, from Cannons and Coosawhatchie, S. C., to North Birmingham, Ala., found unreasonable. Reparation awarded and reasonable maximum rate prescribed for the future. Fourth section relief denied.

Beaumont Chamber of Commerce v. Director General, 63 I. C. C., 253.

845. Rate on pine logs, in carloads, from Walden, Tex., to Beaumont, Tex., during Federal control, found not unreasonable, unjustly discriminatory or unduly prejudicial. Complaint dismissed.

Du Pont de Nemours & Co. v. Director General, 63 I. C. C., 255.

846. Rates on sulphuric and mixed or nitrating acids, in tank-car loads, from Gray's Ferry (Philadelphia), Pa., to Arlington, N. J., found unreasonable. Reparation awarded and reasonable maximum rate prescribed.

Interchange switching at Atlanta, 63 I. C. C., 258.

847. Proposed restriction by the Southern Railway Company of its receipt of coal from the Louisville & Nashville Railroad Company to its Decatur street interchange tracks in Atlanta, Ga., found not justified. Suspended schedules ordered canceled.

Cement to W., B. & A. R. R. stations, 63 I. C. C., 264.

848. Proposed cancellation of joint rates on cement, in carloads, from certain points in New Jersey, New York, and Pennsylvania to destinations on the Washington, Baltimore & Annapolis Electric Railroad found not justified. Suspended schedules ordered canceled.

Rail-and-water rates from Atlantic seaboard to Texas, 63 I. C. C., 267.

849. Upon reargument, class rates from seaboard territory to Houston, made by the use of differentials over the rates to Galveston which are lower than the differentials applied in making rates from Galveston higher than from Houston to points in Texas, found unduly prejudicial; otherwise proposed reductions in class and commodity rates from Atlantic seaboard territory to Texas points not shown to be unjustly discriminatory, unduly prejudicial, or otherwise unlawful. Original report 61 I. C. C., 740.

Commodity rates on brick from Danville to Bronson, 63 I. C. C., 277.

850. Proposed increased interstate rates on brick, in carloads, from Danville to Bronson, Ill., found not justified. Suspended schedules ordered canceled.

Cancellation of switching arrangements at Mobile, 63 I. C. C., 279.

851. Proposed cancellation of switching charge between Tacon and Mobile, Ala., found not justified. Suspended schedule ordered canceled without prejudice to right of respondents to file new schedules in conformity with findings herein.

Classification of paint or varnish spraying booths, 63 I. C. C., 282.

852. Proposed rating of double first class in official, southern, and western classifications, on paint or varnish spraying booths, any quantity, found not justified. Suspended schedules ordered canceled without prejudice to the establishment of ratings stated in the report.

Classification of flower and garden seeds, 63 I. C. C., 285.

853. Proposed construction specifications with respect to seed cabinets, containing flower or garden seeds, n. o. i. b. u., found not justified. Suspended schedules ordered canceled, without prejudice to the establishment of modified specifications herein found justified.

Pulp wood from South Carolina to Canton, 63 I. C. C., 287.

854. Proposed increased rates on pulp wood, in carloads, from points in South Carolina to Canton, N. C., found not justified. Suspended schedules ordered canceled.

Natchez Chamber of Commerce v. L. & A. Ry. Co., 63 I. C. C., 288.

Upon further hearing:

855. Rates on brick, grain and grain products, hay and straw, and flour, between Natchez, Miss., and points in western Louisiana, prescribed in *Natchez Chamber of Commerce v. L. & A. Ry. Co.*, 58 I. C. C., 610, modified.

856. Rates prescribed between Vicksburg, Miss., and points in western Louisiana the same as between Natchez and points in western Louisiana for like distances.

857. Rates on sand and gravel for United States, State, or municipal governments, not found unduly prejudicial to Natchez.

Matthiessen & Hegeler Zinc Co. v. Director General, 63 I. C. C., 301.

858. Rates on sulphuric acid, in tank-car loads, from La Salle and Peru, Ill., to Chicago rate territory found not unreasonable or unduly prejudicial. Complaint dismissed.

New Castle & Ohio River Ry. Co., 63 I. C. C., 305.

859. New Castle & Ohio River Railway Company found to be a common carrier of property subject to the interstate commerce act, which may lawfully receive from its trunk line connections compensation in the form of divisions of joint rates or absorptions of its switching charges under appropriate tariff provision on interstate shipments to and from points on its line, such divisions or absorptions to be no more than reasonable.

United Iron Works v. Director General, 63 I. C. C., 310.

860. Rates charged on pig iron, in carloads, from Mideco, Mo., to Springfield, Mo., and Iola, Kans., during Federal control, found unreasonable. Reparation awarded.

Berlin Mills Ry., 63 I. C. C., 313.

861. Berlin Mills Railway found to be a common carrier of property which may lawfully participate in joint rates with other common carriers, or have its charges on interstate shipments absorbed under proper tariff provision by the roads having the line haul. Its compensation must not be more than is reasonable; and a complete and specific statement of any basis agreed upon must be filed with the Commission immediately upon its adoption.

American Hoinny Co., 63 I. C. C., 319.

862. American Hoinny Company found to operate its plant tracks as a plant facility, and not to be a common carrier subject to the interstate commerce act. Trunk lines need not, in the absence of unjust discrimination or undue prejudice, make any allowance for services performed by it in connection with the transportation of through interstate shipments.

East Tenn. Packing Co. v. Director General, 63 I. C. C., 322.

863. Rates on cattle, sheep, and hogs from Cincinnati, Ohio, Louisville, Ky., Nashville, Tenn., and related points to Knoxville, Tenn., found not unreasonable and complainant not shown to have been damaged by alleged undue prejudice. Defendants allowed 90 days to publish rates in accordance with report.

Macon Chamber of Commerce v. N. Y., N. H. & H. R. R. Co., 63 I. C. C., 327.

864. Present rail-and-water rates on shoe-sole leather, in boxes or rolls, in carloads, from eastern cities and interior eastern points to Macon, Ga., found unreasonable and unduly prejudicial to the extent that they exceed the rates contemporaneously applicable on like traffic to Atlanta, Ga.

865. Present rates on the same commodity, in carloads, from Ohio River crossings to Macon, found unduly prejudicial to the extent that they exceed by more than 3 cents per 100 pounds the rates contemporaneously applicable on like traffic to Atlanta.

866. Rates on cut leather soles, leather counters and heels, shoe-sole leather, and leather n. o. s., in less than carloads, from eastern cities and interior eastern points to Macon, via water-and-rail or rail-water-and-rail routes, over which Macon is intermediate to Atlanta, found to have been unreasonable to the extent they exceeded the rates contemporaneously applicable on like traffic to Atlanta. Reparation awarded.

Peerless Coal Co. v. A., T. & S. F. Ry. Co., 63 I. C. C., 335.

867. Upon further hearing, rates on coal, in carloads, from points on the Springfield Terminal Railway to various destinations, found not unreasonable. Reparation denied.

868. Previous report and order modified so as to except the Baltimore & Ohio Railroad, and the Chicago & Alton Railroad as to traffic to points in Missouri, from requirements with respect to rates from Bissell, Ill. Former report 57 I. C. C., 274.

Marble Cliff Quarries Co. v. Director General, 63 I. C. C., 339.

869. Rate for switching crushed stone, in carloads, between complainant's plants near Marble Cliff, Ohio, during federal control, found unreasonable. Reparation awarded.

El Paso Sash & Door Co. v. Director General, 63 I. C. C., 342.

870. Rates on common window glass, in carloads, from Fredonia, Kans., and Okmulgee, Okla., to El Paso, Tex., found unreasonable. Reparation awarded.

Peet Bros. Mfg. Co. v. Director General, 63 I. C. C., 345.

871. Rates on copra oil, in tank-car loads, from Prague, Okla., to Kansas City, Mo., found unreasonable. Reparation awarded and reasonable maximum rates prescribed for the future.

Walrath & Sherwood Lumber Co. v. Director General, 63 I. C. C., 347.

872. Rates on corn, in carloads, from Long Pine and Eli, Nebr., to Fort Collins, Colo., found unreasonable. Reparation awarded.

Mich. Builders' Supply Co. v. Director General, 63 I. C. C., 349.

873. Rate on anthracite coal, in carloads, from certain points in Pennsylvania to Detroit, Mich., found unreasonable. Reparation awarded.

Cairo Asso. of Commerce v. C., St. P., M. & O. Ry. Co., 63 I. C. C., 351.

874. Rates on lumber and articles taking the same rates, or arbitraries higher, in carloads, from Cairo, Ill., to Wakefield, Nebr., found not unreasonable or unduly prejudicial. Complaint dismissed.

Doe Lumber Co. v. Director General, 63 I. C. C., 354.

875. Rates on lumber, in carloads, from Pine Ridge, Oreg., to Barnard, Calif., found not unreasonable. Complainant not shown to have been damaged by any undue prejudice which may have existed. Complaint dismissed.

Fort Dodge Commercial Club v. Director General, 63 I. C. C., 357.

876. Rates on petroleum fuel oil, in carloads, from the Kansas City, Mo.-Kans., district and from Kansas and Oklahoma fields to Fort Dodge, Gypsum, and Lehigh, Iowa, found unreasonable and unduly prejudicial. Reasonable and nonprejudicial relationship of rates prescribed for the future and reparation awarded.

Calif. Fruit Growers' Exch. v. C. & N. W. Ry. Co., 63 I. C. C., 361.

877. Shipments of oranges from California points to New York, N. Y., for export found to have been overcharged. Refund directed and complaint dismissed.

Parkersburg Rig & Reel Co. v. B. & O. R. R. Co., 63 I. C. C., 363.

878. Failure to accord fabrication in transit at Parkersburg, W. Va., on iron and steel sheets found not unreasonable but unduly prejudicial. Reparation denied.

Kaufman & Sons Co. v. Director General, 63 I. C. C., 367.

879. Carload rates on scrap iron from Ernston, N. J., to Elizabethport and Bayway, N. J., intrastate, during federal control, applying via Oak Island Junction, N. J., found not unreasonable. Rates from and to the same points applying via South Amboy, N. J., found unreasonable. Reparation awarded.

Armour & Co. v. Director General, 63 I. C. C., 369.

880. Charges on soda ash and caustic soda, in carloads, from Barberton, Ohio, to Chicago, Ill., based upon minimum weight exceeding car capacity, found unreasonable. Reparation awarded.

Upjohn Co. v. Director General, 63 I. C. C., 371.

881. Rates on drugs and medicines, in carloads, from Kalamazoo, Mich., to New York, N. Y., found not unreasonable. No proof of damage due to alleged undue prejudice. Complaint dismissed.

Armour & Co. v. Director General, 63 I. C. C., 373.

882. Charges on salt, in carloads, from Marine City, Ludington, and Port Huron, Mich., to Chicago, Ill., based on minimum weight, exceeding car capacity, found unreasonable. Reparation awarded.

Regulations for payment of rates and charges, 63 I. C. C., 375.

883. Paragraph (2), section 3, of the interstate commerce act held inapplicable to freight moving wholly or partly by water when delivery or relinquishment of possession at destination is effected by or through the water line, but extension of credit on freight moving under such circumstances by carriers subject to the act held to be a practice subject to control under other general provisions of the act.

884. Certain practices of the Alaska Steamship Company in granting an extension of credit beyond what is authorized in our original report and order, 57 I. C. C., 591, disapproved.

885. Upon petition of the Pennsylvania Railroad Company reasonable modification of the 96-hour credit rule prescribed for export traffic loaded into vessels from railroad piers.

Laclede Steel Co. v. Director General, 63 I. C. C., 381.

886. Rate on fuel oil, in tank-car loads, from Roxana, Ill., to Federal, Ill., during federal control, found unreasonable. Reparation denied.

Albers Bros. Milling Co. v. Director General, 63 I. C. C., 384.

887. Rate of 70 cents on refuse cane molasses from Oakland, Calif., to Ogden, Utah, found unreasonable to the extent that it exceeded a rate of 48 cents. Reparation awarded.

Reeves Coal & Dock Co. v. Director General, 63 I. C. C., 387.

888. Demurrage charges on a carload of coal held at Minneapolis, Minn., found to have been illegally assessed. Reparation awarded.

Swift & Co. v. Director General, 63 I. C. C., 389.

889. Charges on dressed hogs, in carloads, from Harrison, N. J., to Jersey City, N. J., during federal control, found unreasonable. Reparation awarded.

Kocnig Coal Co. v. H. V. Ry. Co., 63 I. C. C., 392.

890. Rates charged on shipments of coal from points in Ohio, Kentucky, West Virginia, and Pennsylvania to Seven Mile Road yard, in the city of Detroit, Mich., found illegal. Reparation awarded.

Benton Coal Mining Co. v. C., B. & Q. R. R. Co., 63 I. C. C., 396.

891. Defendants' failure to extend to the complainants' mines near Benton, Ill., the services, rates, and facilities of the Chicago, Burlington & Quincy, through trackage or other agreements, found not to subject complainants to undue prejudice or disadvantage. Complaints dismissed.

Hillsboro Coal Co. v. C., C. & St. L. Ry. Co., 63 I. C. C., 401.

892. Failure of defendants to make arrangements whereby complainant's mine, located on the Big Four at Hillsboro, would be enabled to avail itself of the service, facilities, and rates of the Chicago & Eastern Illinois in connection with the interstate transportation of coal, not found to result in undue prejudice and disadvantage to the complainant. Complaint dismissed.

Iowa Railroad Commissioners v. Director General, 63 I. C. C., 405.

893. Local and proportional rate on grain and grain products from Missouri River cities and points west thereof to Des Moines, Iowa, and from Des Moines to Mississippi River crossings and east thereof, found not unreasonable or unduly prejudicial. Complaint dismissed.

Consumers Ice Co. v. Director General, 63 I. C. C., 413.

894. Rates charged on intrastate carload shipments of ice from and to certain points in Michigan during Federal control found unreasonable. Reparation awarded.

Monsanto Chemical Works v. S. P. Co., 63 I. C. C., 417.

895. Rates on tea waste, in carloads, imported from the Orient, from San Francisco, Calif., and New York, N. Y., to St. Louis, Mo., found unreasonable. Reparation awarded.

Atlas Portland Cement Co. v. C. V. Ry. Co., 63 I. C. C., 420.

896. Carload rates on cement from Hudson, N. Y., to points in New England not shown to be unreasonable or to subject Hudson to undue prejudice and disadvantage and give to the Lehigh district of Pennsylvania an undue preference and advantage. Complaint dismissed.

Superior & Southeastern Ry. Co. v. Director General, 63 I. C. C., 431.

897. Complaint, which asks a finding that complainant was, in July, 1919, an industrial common carrier, and that reparation be awarded because of the collection by defendants of per diem charges, herein alleged to have been unreasonable, dismissed.

Cameron Coal Co. v. M. & E. R. R. Co., 63 I. C. C., 434.

898. Public convenience and necessity do not require the Illinois Central to permit the Marion & Eastern Railroad to use its tracks from Marion, Ill., to the point where the Chicago, Burlington & Quincy crosses the Illinois Central overhead, approximately 2 miles west of Marion.

899. The Marion & Eastern Railroad not found to be a lateral branch line within the meaning of paragraph (9) of section 7 of the interstate commerce act.

Kline Brick Co. v. Director General, 63 I. C. C., 439.

900. Rate on brick, in carloads, from Wickliffe, Ohio, to Cleveland, Ohio, during federal control found not unreasonable. Complaint dismissed.

Werner Stave Co. v. Director General, 63 I. C. C., 442.

901. Rates on split oak staves, in carloads, from Galveston, Kirbyville, Milvid, and Bronson, Tex., to New Orleans, La., for export, found not unreasonable or unduly prejudicial.

902. Rate on split oak staves, in carloads, from Texas City, Tex., to New Orleans, for export, found unreasonable. Reasonable maximum rate prescribed and reparation awarded.

Kurth Malting Co. v. Director General, 63 I. C. C., 446.

903. Rate on barley malt, in carloads, from Great Falls, Mont., to Milwaukee, Wis., found unreasonable. Reasonable rate prescribed for the future. Reparation denied for lack of proof.

Minimum requirement on milk and cream, 63 I. C. C., 448.

904. Proposed rule requiring a minimum of 6,120 quarts on less-than-carload shipments of milk and cream in open-iced cars not found to have been justified. Respondent required to cancel proposed rule, without prejudice to filing a rule in accordance with the requirement found proper.

Naval stores between south Atlantic ports, 63 I. C. C., 450.

905. Proposed increased rates on naval stores between south Atlantic ports, and from intermediate interior points to the ports, found not justified. Suspended schedules ordered canceled.

Express rates on Bangor & Aroostook R. R., 63 I. C. C., 452.

906. Proposed increased express rates on interstate traffic from, to, and between points in the state of Maine on the Bangor & Aroostook Railroad found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Consolidation of Railroads, 63 I. C. C., 455.

907. Tentative plan of the Commission submitted in regard to the consolidation of the railway properties of the United States into a limited number of systems.

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APPENDIX E.

DIGEST OF FEDERAL COURT DECISIONS.

DIGEST OF FEDERAL COURT DECISIONS.

A discussion of court decisions, involving injunctions to restrain enforcement of orders of the Commission and of decisions relative to criminal violations of the law, can be found in the text of this annual report. The decisions abstracted herein involve questions of railway regulations which are closely related to matters arising before commissions.

IN THE SUPREME COURT.

INTERSTATE TELEGRAM.

In *W. U. T. Co. v. Speight*, 254 U. S., 17, decided October 25, 1920, it was held that the transmission of a telegram between two points in the same State over a route passing out of the State was none the less interstate, so as to prevent the application of the rule of the local law permitting a suit to recover damages for mental anguish because of a mistake in delivery, although it would have been physically possible to send the message over a route lying wholly within the State, the course adopted being more convenient and less expensive for the telegraph company.

COMMISSION'S FINDING OF FACT.

In *S. A. L. Ry. Co. v. U. S.*, 254 U. S., 57, decided November 8, 1920, it was held that the findings of fact by the Interstate Commerce Commission upon questions, the determination of which is by law imposed upon the Commission, can be disturbed by judicial decree only in cases where the Commission's action is arbitrary, or transcends the legitimate bounds of its authority.

COMMODITIES CLAUSE.

In *U. S. v. L. V. R. R. Co.*, 254 U. S., 255, decided December 6, 1920, it was held that a contract which a coal company, controlled by an interstate railway through stock ownership and common officers, made with a sales company, the stockholders in which were practically identical with those in the railway company, whereby the coal company is to sell the coal mined by it to the sales company, with other exclusive provisions, violates the commodities clause of the Hepburn Act.

SAFETY APPLIANCE ACTS.

In *U. S. v. N. P. Ry. Co.*, 254 U. S., 251, decided December 6, 1920, it was held that transfer trains operated by an interstate railway under the yardmaster's orders, and under the single operating rule which requires all trains to move at such speed that they can be stopped at vision, over a terminal railway a part of which is single track, and on which are several grade highway and railway crossings, are subject to the requirements of the Federal safety appliance acts.

In *Lang v. N. Y. C. R. R. Co.*, not yet reported, decided March 28, 1921, it was held that a carrier's failure to have the end of a loaded freight car standing on a siding equipped with a coupler and drawbar prescribed by the Federal safety appliance acts was not an actionable breach of duty toward a brakeman who was injured in a collision between such car, of whose defects he was aware, and another car on which he was riding.

CARMACK AMENDMENT.

In *G., H. & S. A. Ry. Co. v. Woodbury*, 254 U. S., 357, decided December 13, 1920, it was held that the Carmack amendment must be deemed to apply to the baggage of a passenger carried on the outward trip under a ticket calling for

transportation from Canada to Texas and return, since the test of the application of the act is not the direction of the movement, but the nature of the transportation, as determined by the field of the carrier's operation.

In *Brucht v. S. A. & P. Ry. Co.*, 254 U. S., 489, decided January 3, 1921, it was held that the liability of the initial carrier for goods shipped under intrastate bill of lading that contained no reference to diversion or reshipment is governed solely by such bill of lading; and where, after arrival at destination, the shipper surrendered the original bill of lading and took an interstate one, such initial carrier may not be held liable under the Carmack amendment for damages sustained beyond the destination originally specified.

PRIOR ACTION BY THE COMMISSION.

In *Director General v. Viscose Co.*, 254 U. S., 498, decided January 3, 1921, it was held that a Federal district court has no original jurisdiction without previous action by the Interstate Commerce Commission of a suit to enjoin the enforcement of an amendment or supplement to freight tariff schedules, authorized by the Director General of Railroads.

WHAT IS CLASSIFICATION?

In the last-cited case, the court said: "Classification in carrier rate-making practice is grouping—the associating in a designated list commodities which, because of their inherent quality or value, or of the risks involved in shipment, or because of the manner or volume in which they are shipped or loaded, and the like, may justly and conveniently be given similar rates."

POSSESSION OF BILL OF LADING.

In *P. M. Ry. Co. v. French*, 254 U. S., 538, decided January 17, 1921, it was held that it is the physical possession of the bill of lading which is made a justification for delivery by the uniform bills of lading act; a carrier is justified in delivering goods to one who is in possession of an order bill of lading indorsed in blank; it does not matter in what capacity the person holds possession of the bill of lading, whether as agent or on his own account, nor whether he holds it lawfully or unlawfully, so long as the carrier has no notice of any infirmity of title.

STOPPING AT DESIGNATED TOWN.

In *St. L. & S. F. Ry. Co. v. Missouri P. S. Commission*, 254 U. S. 535, decided January 17, 1921, it was held that a carrier can not be required to detour its two through interstate passenger trains via a city of 4,000 inhabitants, instead of running such trains over a cut-off forming a part of the main line, where such city is otherwise served by 14 daily passenger trains.

RIGHT TO DISMANTLE A RAILROAD.

In *Bullock v. Fla. R. R. Commission*, 254 U. S., 513, decided January 17, 1921, it was held that a purchaser at a sale of a railroad on foreclosure acquires all the right which the mortgagor had to stop operations when unprofitable. "Apart from statute or express contract," said the court, "people who have put their money into a railroad are not bound to go on with it at a loss if there is no reasonable prospect of profitable operation in the future."

AGREED VALUATION.

In *U. P. R. R. Co. v. Burke*, not yet reported, decided February 28, 1921, it was held that a carrier may not, by a valuation agreement with a shipper, limit its liability in case of the loss by negligence of an interstate shipment to less than the real value thereof, unless the shipper is given a choice of rates, based on valuation.

MILLING-IN-TRANSIT RATES.

In *St. L., I. M. & S. Ry. Co. v. Hasty*, not yet reported, decided February 28, 1921, it was held that rough heading for barrels must be regarded as covered by "rough material" in a tariff which fixes rough-material rates con-

ditioned upon a specified percentage of the manufactured product being shipped out on the same line that brought in the rough material, the purpose being manifest to give the benefit of the milling-in-transit rate to rough material out of which heading is manufactured.

CONFISCATORY RATES.

In *Vandalia R. R. Co. v. Schnull*, 255 U. S., 113, decided February 28, 1921, it was held that a state may not segregate a class of traffic and compel a carrier to transport it in intrastate commerce at less than cost, or without a substantial compensation, although the return by the carrier from its entire intrastate operations may be adequate.

In *Southern Iowa Electric Co. v. Chariton*, not yet reported, decided April 11, 1921, it was held that confiscatory rates for services to be performed by the public service corporations, fixed by governmental agencies, can not be enforced unless they are secured by contract obligation.

In *San Antonio v. San Antonio Public Service Co.*, not yet reported, decided April 11, 1921, it was held that no unilateral contract or condition could result from the granting of a street railway franchise which would bind the street railway company to the franchise rates, though confiscatory, where the municipality was without power to contract away its authority to regulate rates.

LAND-GRANT RAILROAD RATES.

In *O.-W. R. & N. Co. v. U. S.*, not yet reported, decided March 7, 1921, it was held that the right of a land-grant railroad to recover from the United States the difference between its commercial or general tariff rates and the land-grant rates charged and accepted by it for the transportation for the government of the personal effects of army officers is lost by the carrier's long acquiescence in the government's explicit assertion that the land-grant rates were the proper ones for such service.

REDUCED RATES FOR THE UNITED STATES.

In *W. P. R. R. Co. v. U. S.*, not yet reported, decided March 7, 1921, it was held that reduced rates may be granted by a carrier for the transportation of the personal effects of army officers changing stations under orders, in view of the provision of the interstate commerce act permitting reduced rates to the United States, and of a conference ruling of the Interstate Commerce Commission making such provision applicable to property transported for the United States.

REDUCED FARES TO ARMY OFFICERS AND MEN.

In *A., T. & S. F. Ry. Co. v. U. S.*, not yet reported, decided April 18, 1921, it was held that the collectible fare for through railway transportation of army officers and enlisted men for the United States, without prior contract or special arrangement, should be determined not by combining the party fare, which covered a part only of the distance, and the individual fare for the remainder, then making any necessary land-grant deductions, but by taking the through individual fare, less any deductions arising from land grants.

OVERCHARGES TO SHIPPER WHO DOES NOT PAY FREIGHT.

In *M. P. Ry. Co. v. McGrew*, not yet reported, decided April 11, 1921, it was held that the objection, in an action by a shipper against a carrier for overcharges, brought under a state long-and-short-haul statute, that the shipper did not pay the freight charges, and therefore was not damaged, raises no substantial federal question, but a question of state law, which the Federal Supreme Court has no jurisdiction to review on writ of error to a state court.

SUIT ON REPARATION ORDER.

In *V., S. & P. Ry. Co. v. Anderson-Tully Co.*, not yet reported, decided May 16, 1921, it was held that the facts found by the Interstate Commerce Commission in a reparation proceeding were not so adopted by the district court in a suit upon the reparation order as to become special findings of fact by the court, which may be reviewed by the Federal Supreme Court without exception taken,

merely because the court found that the report and order of the Commission constituted prima facie evidence of facts therein stated, and entered judgment in favor of plaintiff for the amount of the order, with interest and attorneys' fees.

CARRIER'S SUIT FOR UNDERCHARGES.

In *N. Y. C. & H. R. R. Co. v. Y. & W. Co.*, not yet reported, decided May 16, 1921, it was held that a commission merchant, the consignee of an interstate shipment, is, as a matter of law, liable to the carrier for the difference between the freight charges erroneously claimed by the carrier and paid by the consignee upon receipt of the goods and the larger amount due under the applicable published tariffs, although the standard "straight" bills of lading, under which the goods were shipped, did not come into the consignee's possession, and it had no knowledge of their issuance or terms, and although the consignee accepted the shipment upon the understanding that the charges were as reported, and did not agree to pay more.

EFFECT OF GOVERNMENT OPERATION.

In *M. P. R. R. Co. v. Ault*, not yet reported, decided June 1, 1921, it was held that no liability arising out of the operation of railroads by the Director General, under the Federal control act, was imposed by the common law upon the owner companies, since their interests in and control of the railroads were completely suspended.

UNREPEATED CABLEGRAM.

In *W. U. T. Co. v. Esteve*, not yet reported, decided June 1, 1921, it was held that since the amendment of June 18, 1910, to the interstate commerce act, bringing telegraph and cable messages within the operation of that act, the sender of an unrepeat cablegram from a foreign country is bound by the provision in the company's tariff limiting liability for mistake in transmission of unrepeat cablegrams to the amount of the company's tolls collected, where such tariff offers alternative rates for repeated and unrepeat cable messages.

GOVERNMENT OPERATION OF TELEGRAPH LINES.

In *W. U. T. Co. v. Poston*, not yet reported, decided June 6, 1921, it was held that a telegraph company is not liable for damages resulting from negligent delay in delivering a message while its telegraph system was in the exclusive possession and control of the Federal Government.

IN THE CIRCUIT COURT OF APPEALS.

DEPARTURE FROM ESTABLISHED RATE.

In *Lehigh C. & N. Co. v. U. S.*, 266 Fed., 467, decided May 25, 1920, the court for the third circuit held that where the tariffs specified a rate per ton on coal between two points, but contained a footnote stating that under the terms of a lease from a coal company "a lateral allowance is made out of the herein named rates to such company on coal shipped by it, such practice constituted a departure from the rate and is unlawful."

ADMIRALTY SUITS BROUGHT UNDER FEDERAL CONTROL ACT.

In *Hines v. Sangstad S. S. Co.*, 266 Fed., 502, decided July 2, 1920, the court for the first circuit held that the Federal control act, authorizing suits against carriers and specifying only "actions at law and suits in equity," did not have the effect of excluding suits in admiralty.

FEDERAL CONTROL APPLIED ONLY TO PHYSICAL PROPERTIES.

In *Hines v. Dahn*, 267 Fed., 105, decided August 2, 1920, the court for the eighth circuit held that under the Federal control act the "systems of transportation" and the "carriers" mentioned therein are the physical properties of the various railroads, not the corporation owning or operating them.

SUITS ARISING FROM FEDERAL CONTROL ARE AGAINST GOVERNMENT.

In the last-cited case it was also held that a suit against the Director General is against him in his capacity as agent of the United States, and not against the corporations which own the railroads.

CARRIER UNDER FEDERAL CONTROL NOT SUABLE.

In *Mardis v. Hines*, 267 Fed., 171, decided August 23, 1920, the court for the eighth circuit held that a passenger on a railroad operated by the Director General can not maintain an action against the railroad company for injuries.

FEDERAL CONTROL CREATED SINGLE SYSTEM.

In *Globe & Rutgers v. Hines*, 273 Fed., 774, decided May 19, 1921, the court for the second circuit held that the Director General, under the Federal control act, operated the railroads as a single national system of transportation under a unified head, and not as separate companies or systems.

DISTRIBUTION OF COAL CARS.

In *B. & O. R. R. Co. v. Lambert*, 267 Fed., 776, decided August 11, 1920, the court for the fourth circuit held that under the power given by the transportation act to suspend the operation of rules, regulations, or practices, the Interstate Commerce Commission can not, in a period of car shortage, suspend the rule prescribed by section 12 as to distribution of cars among coal mines; the expression "rules and regulations" refers to the rules and regulations adopted by the Commission or the railroads, which may be suspended in an emergency.

COURTS CANNOT ANNUL COMMISSION'S ORDER BECAUSE UNWISE.

In the last-cited case it was held that where the Commission suspended a rule for the distribution of coal cars, the courts can not annul the order on the ground that the power conferred upon the Commission was unwisely or improvidently exercised.

COMMISSION'S ORDER CAN BE ENJOINED ONLY BY THREE JUDGES.

In the same case it was held that an order of the Commission annulling a rule for the distribution of coal cars can be enjoined only by three judges, one of them being a circuit judge, after notice to the Commission and to the Attorney General.

SUIT ON REPARATION ORDER.

In *Pa. R. R. Co. v. Weber*, 269 Fed., 111, decided December 10, 1920, the court for the third circuit held that on a second trial after reversal of decree in a suit to enforce an award of reparation by the Commission for unjust discrimination, the court may properly admit additional evidence, and not only such as was taken before the Commission, but also the testimony of new witnesses.

PRIORITY CONTRACT.

In *Phoenix P. C. Co. v. B. & O. R. R. Co.*, 269 Fed., 136, decided December 13, 1920, the court for the third circuit held that where a coal company ordered cars of coal to be taken to the scale station and there be consigned to the shipper, such was not a delivery to the railroad as carrier for the shipper, where the railroad had a contract with the coal company for fuel coal, giving it the right of priority over all other orders.

ABSORPTION OF SWITCHING CHARGES.

In *O. S. L. R. R. Co. v. Amer. S. & R. Co.*, 269 Fed., 898, decided November 23, 1920, the court for the eighth circuit held that a carrier can not recover for switching done in the yards of a smelting plant, the switching charges being absorbed by the carrier as a part of the transportation charges, on an allegation that such absorption was a rebate.

ALLOWANCES TO A SHIPPER.

In *Finkbine Lumber Co. v. G. & S. I. R. R. Co.*, 269 Fed., 933, decided December 30, 1920, the court for the fifth circuit held that the dismissal by the Commission of an application by a shipper against a carrier for allowances for switching and weighing services performed by the shipper precludes a subsequent suit in the courts to recover such charges.

INTERLOCKING DIRECTORATES.

In *Levy v. Equitable Trust Co.*, 271 Fed., 49, decided February 28, 1921, the court for the eighth circuit held that interlocking directorates of railroads, non-competing actually or potentially, but in the direct line of continuous transportation, are not fraudulent per se or presumptively fraudulent. Many of the large railroad systems of this country grew in that way and are so composed to-day.

COMMISSION'S RATES TREATED AS EMBODIED IN STATUTE.

In *Keogh v. C. & N. W. Ry. Co.*, 271 Fed., 444, decided January 4, 1921, the court for the seventh circuit held that the rates established in tariff schedules filed by railroads, which had been found by the Commission to be reasonable, are to be treated as though they were embodied in the statute, binding as such upon the railroads and the shippers alike.

CLASSIFICATION.

In *Kimball v. C., R. I. & P. Ry. Co.*, 271 Fed., 469, decided April 5, 1921, the court for the eighth circuit held that in an action by a railroad company to recover freight on a shipment of granite, the question in issue being whether it should be classified as "monuments-granite, * * *" or at a lesser rate as "* * * granite * * * blocks, slabs or pieces," the finding by the lower court that the shipment should be classified as monuments was sustained by the evidence.

BREACH OF CONTRACT OF BAILMENT.

In *Empire Refineries v. Guaranty Trust Co.*, 271 Fed., 668, decided March 17, 1921, the court for the eighth circuit held that a claim against a railroad company for breach of a contract of bailment is not a matter within the jurisdiction of the Commission, but of the courts.

STORAGE CHARGES FOR GOODS KEPT IN CARS.

In *S. A. L. Ry. Co. v. N. O. Export Co.*, 271 Fed., 861, decided March 29, 1921, the court for the fifth circuit held that the tariffs of a railway, which included a storage charge on export goods after 20 days' free storage, authorizes the carrier to collect storage charges from goods for export held in its cars more than 20 days, the tariffs were not limited to goods which had been removed from the cars to warehouses.

REGULATION OF EXPLOSIVES.

In *L. V. R. R. Co. v. Allied Machinery Co.*, 271 Fed., 900, decided February 23, 1921, the court for the second circuit held that compliance by a carrier with the regulations of the Commission in the transportation of explosives does not relieve it from its common-law duty to exercise such additional care as is required by the circumstances of the particular case.

CARMACK AMENDMENT.

In the last-cited case the court also held that under the Carmack amendment liability extends to loss or damage due to a carrier's failure to exercise its common-law duty of due care according to the circumstances.

In *L. V. R. R. Co. v. Lysaght*, 271 Fed., 906, decided February 23, 1921, the court for the second circuit held that the Carmack amendment does not limit the liability of a carrier to that of an ordinary bailee for its own negligence only, but covers any loss or damage for which it would be liable at common law.

WAREHOUSEMAN LIABILITY.

In the last-cited case the court also held that, under the tariff regulations of a carrier providing for reconsignment but stating that after a certain time liability of the carrier should be that of warehouseman only, the liability as carrier reattached on its receipt of the reconsignment order.

INTERSTATE COMMERCE.

In *Lowery v. U. S.*, 271 Fed., 946, decided January 11, 1921, the court for the seventh circuit held that where coal intended for railroad use was transported by the railroad between two points in the same state on a slip bill, the shipment was not interstate, though thereafter a bill of lading was made out in which a destination in another state was given but which was altered before the coal was moved thereunder.

INTERSTATE TELEGRAMS.

In *Uzizek v. W. U. T. Co.*, 272 Fed., 223, decided May 16, 1921, the court for the ninth circuit held that where a telegraph company's rules limiting its liability for mistakes or delays in transmission or delivery are on file with the Commission, their reasonableness is primarily a question for the Commission to determine, and when sanctioned by the Commission they are binding.

DEMURRAGE

In *M., St. P. & S. S. M. Ry. Co. v. Van Dusen Harrington Co.*, 272 Fed., 255, decided April 12, 1921, the court for the eighth circuit held that under the demurrage rule established by carriers, which recognizes the validity of agreements in lieu of the written notice required by the rule, a general practice existing at a terminal, for the mutual benefit of consignees and carriers, and generally acquiesced in by the former, is equivalent to an agreement.

SUM OF INTERSTATE AND INTRASTATE RATES.

In *B. & O. S. W. R. R. Co. v. Settle*, 272 Fed. 675, decided April 15, 1921, the court for the sixth circuit held that the existence of an original and continuing intention to reship at a point for the purpose of saving expense, in an action for difference between interstate and intrastate rates, was not of itself sufficient to convert the shipments into through shipments, if there was otherwise a good faith delivery at such point.

PRIOR ACTION BY THE COMMISSION.

In *K. C. S. Ry. Co. v. Wolf*, 272 Fed., 681, decided April 5, 1921, the court for the eighth circuit held that a direct action in court may be maintained against a carrier to recover overcharges where the only issue is one of fact as to whether or not the carrier furnished a service that entitled it to the higher rate charged.

In *Butler Motor Co. v. A., T. & S. F. Ry. Co.*, 272 Fed., 683, decided April 7, 1921, the court for the eighth circuit held that an action to determine the rate applicable to dunnage used in shipments of automobiles, where the only question was the construction of the terms of the tariff, was within the jurisdiction of a court, and did not require a precedent applicant to the Commission.

HAND BRAKE ON CAR USED IN INTRASTATE COMMERCE.

In *Reap v. Hines*, 273 Fed., 88, decided April 27, 1921, the court for the second circuit held that a railroad company which is engaged in interstate commerce must equip with an efficient hand brake a car which was then being used for intrastate commerce.

COMBINATION RATES.

In *M. P. R. R. Co. v. Rea-Patterson Milling Co.*, 273 Fed., 518, decided May 14, 1921, the court for the eighth circuit held that where an interstate carrier has not published a through rate, a combination of the lowest intermediate rates applicable to the shipment is to be applied.

IN THE DISTRICT COURTS.

CARRIERS NOT REQUIRED TO OPERATE AT CONTINUING LOSS.

In *Charleston-I. P. T. Co. v. Shealy*, 266 Fed., 406, decided June 29, 1920, the court for the eastern district of South Carolina held that the public can not require of a public-service corporation the continued operation of its property under rates which would afford not only no adequate return on the capital invested, but would entail a large continuing loss and the eventual exhaustion of the entire capital.

In *Birmingham T. & S. Co. v. A., B. & A. Ry. Co.*, 271 Fed., 731, decided March 26, 1921, the court for the northern district of Georgia held that since railroad property, though devoted to public use, can not be taken without due process of law, nor without compensation, so that the railroad can not be compelled to operate at a continuous loss or even without a reasonable return on the investment, a court appointing a receiver for the railroad for the primary object of preserving the property until the rights of all concerned in it can be ascertained and effectuated, can not require the railroad to be operated at a continuous loss.

DISTRIBUTION OF COAL CARS.

In *Corona Coal Co. v. S. Ry. Co.*, 266 Fed., 726, decided July 15, 1920, the court for the northern district of Alabama held that a suit to enjoin a practice of a carrier to deliver assigned coal cars to mines with which the owners had contracts for coal, counting them against the quota of such mines under their respective ratings, and distributing commercial cars only to fill such quotas, presented an administrative question for determination by the Interstate Commerce Commission, and not within the jurisdiction of the district court.

CONFISCATORY RATES.

In *Joplin & P. Ry. Co. v. Public Service Commission*, 267 Fed., 584, decided November 10, 1919, the court for the western district of Missouri held that an uncontradicted showing that an interurban railway was losing money, though it was charging a higher rate in its interstate traffic and traffic in another state than was permitted by a state public service commission's order, is sufficient, in the absence of a satisfactory explanation why the business in that state should be more profitable than the other business, to authorize a temporary injunction against the enforcement of the order prescribing the rate.

In *Wis.-Minn. L. & P. Co. v. Wis. R. R. Commission*, 267 Fed., 711, decided July 21, 1920, the court for the western district of Wisconsin held that a light and power company was not entitled to a preliminary injunction from a Federal court to restrain enforcement of rates fixed by the state, alleged to be confiscatory, to protect it against loss pending an application to a state commission for an increase of such rates.

In *St. Joseph Rys. L., H. & P. Co. v. Mo. P. S. Commission*, 268 Fed., 267, decided November 10, 1920, the court for the western district of Missouri held that in a suit in the Federal court attacking as confiscatory rates of a public utility fixed by a state commission the court has no rate-making power but is limited to an adjudication of the reasonableness or unreasonableness of the rate ordered.

In *O'Keefe v. New Orleans*, 273 Fed., 560, decided April 21, 1921, the court for the eastern district of Louisiana held that a city's contract with a street carrier as to rates can not be enforced when the rates are confiscatory, and the city had no power to make such contract under the Louisiana constitution.

VALUATION OF PUBLIC UTILITY PROPERTY.

In the last-cited case but one it was also held that a valuation by a state commission of a public utility's investment, based on the original cost where that was ascertainable and otherwise upon prices during the prewar period, is not a reasonable method of fixing the valuation in view of the greatly increased costs since that war and of the greater rate of returns earned by other enterprises.

In *Landon v. Kans. Court of Industrial Relations*, 269 Fed., 433, decided December 24, 1920, the court for the district of Kansas held that the original cost of a plant of a public utility, less theoretical depreciation, should not be

the controlling basis for determining the valuation of property employed in the public service, but the cost of reproduction new at prevailing prices should be carefully considered, with other elements, in reaching a reasonable valuation.

In *Galveston Elec. Co. v. Galveston*, 272 Fed., 147, decided in April, 1921, the court for the southern district of Texas held that the finding of the master that the prices obtaining at the time of the valuation in 1920 were transitory and not likely to continue thereafter, and that a price level of 33½ per cent above the prewar cost is a fair estimate in arriving at the rate basis should be approved.

HOURS OF SERVICE ACT.

In *U. S. v. Geer*, 268 Fed., 385, decided September 8, 1920, the court for the western district of Pennsylvania held that the taking over by the government of the railroads did not suspend the operation of the hours of service act.

In the same case it was also held that the delay of a train by unavoidable accident is not a license to a carrier to keep the crew of such train on continuous duty over 16 hours; but to excuse such service it must be shown that the carrier made at least some effort to avoid excess service.

RATES DURING FEDERAL CONTROL.

In *N. Y. C. R. R. Co. v. Public Service Commission*, 268 Fed., 558, decided August 10, 1920, the court for the northern district of New York held that the intrastate passenger rates of 2 cents a mile, authorized by state statutes, were lawfully changed to 3 cents a mile under the Federal control act; it being a constitutional exercise of the war power of Congress.

In the same case the court held that the Federal control act merely suspended existing state laws regulating rates, and upon termination of Federal control the state laws continued to control the rates ex proprio vigore.

PRIOR ACTION BY THE COMMISSION.

In *Dusenberry v. L. V. R. R. Co.*, 268 Fed., 1009, decided April 15, 1920, the court for the southern district of New York held that a claim against a carrier for discrimination in the distribution of cars in violation of its own rule is not one which requires presentation to the Commission before an action may be maintained thereon.

In the same case the court held that where an action against a carrier for discrimination rests on an allegation that the carrier gave rebates to one shipper and refused them to another, it presents no question requiring preliminary presentation to the Commission.

STATUTE OF LIMITATIONS.

In *Landon v. Kans. Court of Industrial Relations*, 269 Fed., 411, decided August 7, 1920, the court for the district of Kansas held that a court of equity may entertain a suit to restrain the enforcement of a confiscatory rate established by a state commission, even after the expiration of the period of limitations fixed by the statute for suits attacking the order.

In *Lazarus v. N. Y. C. R. R. Co.*, 271 Fed., 93, decided March 29, 1921, the court for the southern district of New York held that the transportation act, 1920, providing that "the period of Federal control shall not be computed as part of the periods of limitation in actions against carriers * * * for causes of action arising prior to Federal control," is constitutional.

In *Standley v. U. S. R. R. Administration*, 271 Fed., 794, decided August 5, 1920, the court for the northern district of Ohio held that such provision of the transportation act as to limitations of actions is valid even as applied to a cause of action for personal injuries against a carrier.

DAMAGES FOR UNJUST DISCRIMINATION.

In *Hillsborough Mills v. B. & M. R. R.*, 269 Fed., 816, decided January 3, 1921, the court for the district of Massachusetts held that an order of the Commission finding an unjust discrimination by the carrier in making a separate charge against a shipper for switching from the pier used by him, while absorbing such charge from piers used by his competitors, is not sufficient evidence to authorize recovery of damages by the shipper, since the measure of his damages is not the amount of the unjust discrimination, but the amount by which such discrimination had injured him.

SUITS ARISING FROM FEDERAL CONTROL ARE AGAINST THE GOVERNMENT.

In *Ellis v. A. B. & A. Ry. Co.*, 270 Fed., 279, decided January 21, 1921, the court for the northern district of Georgia held that the liability for a railroad's transactions as a carrier during the period of Federal control was that of the United States, and not that of the railroad company, and no cause of action exists against the railroad company under the Federal control act.

MISTAKE OF CARRIER.

In *D., L. & W. Ry. Co. v. Johnson-Brown Co.*, 270 Fed., 679, decided February 10, 1921, the court for the southern district of Georgia held that a connecting railroad can not recover its freight charges on a carload of merchandise from the shipper where the car was billed over its line by the initial carrier in violation of its contract with the shipper, as changed before the shipment was forwarded, which required consignment of the car to a different destination, and as a result of the mistake the carload, which was perishable, was lost to the shipper.

UNIFORM BILL OF LADING.

In *Lazarus v. N. Y. C. R. R. Co.*, 271 Fed., 93, decided March 29, 1921, the court for the southern district of New York held that where a carrier receives an interstate shipment without issuing any bill of lading or making a contract with the shipper, its liability is governed by the terms of a uniform bill of lading published and filed with the Commission.

PREWAR INTRASTATE RATES.

In *M. C. R. R. Co. v. Mich. P. U. Com.*, 271 Fed., 319, decided January 24, 1921, the court for the eastern district of Michigan held that by the transportation act, 1920, it was clearly intended that state statutes or regulations fixing intrastate rates, which were suspended during Federal control, should not automatically again go into effect on the cessation of such control.

MISQUOTATION OF RATES.

In *Payne v. Clarke*, 271 Fed., 525, decided March 8, 1921, the court for the southern district of California held that a misstatement by an agent of a carrier of the amount of a freight charge did not relieve the shipper from liability for the lawful rate. The court also held that publication is not essential to a lawful rate. It further stated that a counterclaim for damage to shipment may be pleaded in an action for freight charges in a Federal court.

JURISDICTION OF LABOR BOARD.

In *Birmingham T. & S. Co. v. A. B. & A. Ry. Co.*, 271 Fed., 731, decided March 26, 1921, the court for the northern district of Georgia held that the Labor Board created by the transportation act, 1920, has jurisdiction over wages of employees of receivers of railroads.

DIRECTOR GENERAL AS AGENT MAY SUE.

In *Hines v. Struthers Furnace Co.*, 271 Fed., 792, decided November 12, 1920, the court for the northern district of Ohio held that the new Director General appointed under the transportation act is the proper plaintiff to recover a claim accruing to the United States or to the Director General during the period of Federal control.

COMMISSION MAY AWARD REPARATION ACCRUING AFTER FILING OF COMPLAINT.

In *Merkle v. L. V. R. R. Co.*, 271 Fed., 989, decided March 29, 1921, the court for the eastern district of Pennsylvania held that on a complaint filed with the Commission that body has power to award reparation to the petitioner on account of unjust rates paid after the filing of the complaint and to the time of the determination and award.

ALLOWANCES FOR THE FUTURE.

In *National Tube Co. v. United States*, 272 Fed., 735, decided December 13, 1918, the court for the northern district of Ohio restrained an order of the Commission directing trunk line carriers to cease and desist from making future allowances to a terminal railroad company for switching services, where the petition before the Commission applied to a past period.

INCIDENTAL POWER OF CONGRESS OVER INTRASTATE RATES.

In *L. V. R. R. Co. v. N. Y. P. S. Commission*, 272 Fed., 758, decided February 21, 1921, the court for the northern district of New York held that while Congress has no constitutional power over intrastate rates as such, it has power to legislate respecting such rates for the protection of interstate or foreign commerce from a burden cast upon it by rates fixed by state authority.

COMMISSION'S FINDING THAT CARRIAGE IS INTERSTATE IS BINDING ON COURTS.

In *City of New York v. United States*, 272 Fed., 768, decided March 16, 1921, the court for the eastern district of New York held that a finding by the Commission that a railroad is engaged in interstate commerce and subject to the jurisdiction of the Commission, if supported by any evidence, is binding on the courts.

APPENDIX F.

AVERAGE ANNUAL RAILWAY OPERATING INCOME CERTIFICATIONS THUS FAR MADE TO THE PRESIDENT PURSUANT TO SECTION 1 OF THE FEDERAL CONTROL ACT, APPROVED MARCH 21, 1918.

AVERAGE ANNUAL RAILWAY OPERATING INCOME.

The certifications thus far made to the President, pursuant to section 1 of the Federal control act approved March 21, 1918, are shown below; deficits are in *italics*. We have completed the examination of the accounts of 478 carriers and have made such corrected certifications as are indicated below.

Name of carrier.	Original certification.	Corrected certification.
Abilene & Southern Ry. Co.	\$78,375.18	\$77,903.71
Ahnapee & Western Ry. Co.	31,118.48	30,532.32
Akron Union Passenger Depot Co.	8,289.92	7,689.92
Akron & Barberton Belt R. R. Co.	30,103.76	(2)
Alabama Great Southern R. R. Co.	1,703,179.65	1,770,097.16
Alabama & Vicksburg Ry. Co.	322,854.47	329,854.47
Albany Passenger Terminal Co.	5,648.49	(2)
Alton & Southern R. R.	23,121.87	(2)
American Refrigerator Transit Co.	546,707.97	(2)
Ann Arbor R. R. Co.	526,882.96	508,685.57
Anthony & Northern Ry. Co.	9,512.52	
Arizona Eastern R. R. Co.	1,242,474.82	1,249,528.69
Arizona & New Mexico Ry. Co.	300,965.13	
Arkansas Central R. R. Co.	6,838.58	5,185.64
Arkansas Western Ry. Co.	6,575.51	(2)
Arkansas & Louisiana Midland Ry. Co.	31,994.06	
Arkansas & Memphis Railroad Bridge & Terminal Co.	296,113.18	295,380.19
Asheville & Craggy Mountain Ry. Co.	3,017.15	(2)
Ashland Coal & Iron Ry. Co.	73,569.57	72,767.70
Atchison, Topeka & Santa Fe Ry. Co.	38,443,724.93	39,777,491.60
Atchison Union Depot & R. R. Co.	4,196.67	6,642.27
Atlanta, Birmingham & Atlantic Ry. Co.	358,058.43	191,647.78
Atlanta Terminal Co.	68,935.62	(2)
Atlanta & St. Andrews Bay Ry. Co.	48,630.09	
Atlanta & West Point R. R. Co.	252,995.16	249,785.61
Atlantic City R. R. Co.	222,066.04	208,158.43
Atlantic Coast Line R. R. Co.	10,180,915.15	10,273,542.87
Atlantic & St. Lawrence R. R. Co.	4,271.12	1,922.06
Atlantic & Western R. R.	12,660.72	(2)
Atlantic & Yadkin Ry. Co.	57,470.72	(2)
Augusta Southern R. R. Co.	22,587.01	
Augusta Union Station Co.	12,978.60	(2)
Augusta & Summerville R. R. Co.	286.90	(2)
Baltimore, Chesapeake & Atlantic Ry. Co.	86,647.38	71,320.73
Baltimore Steam Packet Co. ¹	100,793.08	97,661.48
Baltimore & Ohio R. R. Co.	25,611,892.07	
Baltimore & Ohio Chicago Terminal R. R. Co.	1,255,201.77	
Baltimore & Sparrows Point R. R. Co.	55,520.12	(2)
Bangor & Aroostook R. R. Co.	1,555,775.29	1,544,707.36
Barneget R. R. Co.	8,807.25	8,888.76
Barre & Chelsea R. R. Co.	32,970.30	32,034.46
Bath & Hammondsport R. R. Co.	7,221.43	(2)
Beaumont, Sour Lake & Western Ry. Co.	34,546.12	49,962.64
Beaumont Wharf & Terminal Co.	4,191.72	(2)
Bellingham & Northern Ry. Co.	40,305.24	39,353.41
Bellingham & Northern R. R. Co.	1,337.35	(2)
Belt Ry. Co. of Chicago.	869,442.49	1,214,813.03
Bennettsville & Cheraw R. R. Co.	30,853.04	(2)
Bessemer & Lake Eric R. R. Co.	4,674,714.44	4,713,564.03
Big Fork & International Falls Ry. Co.	31,931.82	31,523.24
Bingham & Garfield Ry. Co.	1,234,492.96	
Birmingham & Northwestern Ry. Co.	34,522.86	(2)
Birmingham Terminal Co.	77,456.16	(2)
Black Mountain Ry. Co.	34,285.23	34,154.40
Blue Ridge Ry. Co.	37,887.22	(2)
Boston & Maine R. R.	9,478,074.95	9,421,461.17
Boston Terminal Co.	517,239.78	(2)
Boycne City, Gaylord & Alpena R. R. Co.	67,689.16	
Bridgeton & Saco River R. R. Co.	16,136.37	
Brimstone Railroad & Canal Co.	42,113.26	
Brooklyn Eastern District Terminal	306,259.63	(2)
Brownwood North & South Ry. Co.	8,522.07	(2)

¹ Boat lines.

² We have examined the accounts of these carrier and have found no error requiring correction of the original certification.

³ No operating returns made to the Commission. Operating income ascertained and certified at the request of the Director General.

⁴ Private car lines.

Name of carrier.	Original certification	Corrected certification.
Buffalo Creek R. R. Co.	\$409,397.76	.....
Buffalo, Rochester & Pittsburgh Ry. Co.	3,276,410.42	\$3,281,887.51
Buffalo & Susquehanna R. R. Corp.	592,627.53	591,612.97
Bullfrog Goldfield R. R. Co.	19,338.90	.....
Calumet, Hammond & Southeastern R. R. Co.	10,619.94	.....
Calumet Western Ry. Co.	3,216.89	968.71
Canadian Pacific Ry. Co. lines in Maine.	251,555.44	.....
Canadian Pacific Ry. Co.'s Pacific coast steamers in United States ³	152,311.01	.....
Carolina, Clinchfield & Ohio Ry.	1,581,950.33	1,576,973.96
Carolina, Clinchfield & Ohio Ry. of S. C.	46,013.14	45,741.05
Carolina R. R. Co.	3,420.64	(2)
Carolina & Northwestern Ry. Co.	64,599.62	63,691.81
Carolina & Tennessee Southern Ry. Co.	2,092.94	(2)
Catasauqua & Fogelsville R. R. Co.	141,512.32	142,025.32
Central Elevator & Warehouse Co. ³	74,463.42	(2)
Central New England Ry. Co.	1,468,123.63	(2)
Central New York Southern R. R. Corp.	16,502.19	4,278.09
Central Indiana Ry. Co.	61,743.10	60,905.12
Central of Georgia Ry. Co.	3,450,903.32	3,408,808.94
Central R. R. Co. of N. J.	9,352,301.13	9,405,979.07
Central Transfer Ry. & Storage Co.	2,986.33	.....
Central Union Depot & Ry. Co. of Cincinnati.	114,842.27	115,198.56
Central Vermont Ry. Co.	779,097.58	(2)
Central Vermont Ry. Co. from operation of its Canadian lines.	49,527.66	.....
Central Vermont Transportation Co. ^{1,2}	6,776.98	(2)
Champlain Transportation Co. ^{1,2}	2,864.54	8,923.58
Charleston Terminal Co.	24,986.24	9,819.01
Charleston Union Station Co.	12,368.57	(2)
Charleston & Western Carolina Ry. Co.	466,921.15	495,685.24
Charlotte, Monroe & Columbia R. R.	344.43	(2)
Chattahoochee Valley Ry. Co.	42,341.29	.....
Chattanooga Station Co.	43,604.48	42,591.08
Cherry Tree & Dixonville R. R. Co.	67,923.10	(2)
Chesapeake S. S. Co. ^{1,2}	102,048.99	114,573.20
Chesapeake & Ohio Ry. Co.	13,226,983.23	13,630,044.26
Chester & Delaware River R. R. Co.	161,332.28	160,571.45
Chesterfield & Lancaster R. R. Co.	1,267.43	1,112.93
Cheswick & Harmar R. R. Co.	770.90	.....
Chicago, Burlington & Quincy Ry. Co.	33,360,683.11	33,841,541.83
Chicago, Detroit & Canada Grand Trunk Junction R. R. Co.	195,202.69	171,083.87
Chicago Great Western R. R. Co.	2,953,449.94	(2)
Chicago Heights Terminal Transfer R. R. Co.	67,131.89	.....
Chicago, Indianapolis & Louisville Ry.	1,620,253.75	1,559,235.39
Chicago Junction Ry. Co.	916,804.03	929,883.56
Chicago, Kalamazoo & Saginaw R. R. Co.	53,599.56	52,440.50
Chicago, Memphis & Gulf R. R. Co.	45,699.03	(2)
Chicago, Milwaukee & Gary Co.	57,614.03	57,969.09
Chicago, Milwaukee & St. Paul Ry. Co.	27,154,551.02	27,053,058.63
Chicago, New York & Boston Refrigerator Co. ⁴	72,855.59	(2)
Chicago, Peoria & St. Louis R. R. Co., Bluford Wilson and William Cotter, receivers.	127,540.49	107,405.78
Chicago, Rock Island & Gulf Ry. Co.	968,302.31	955,417.65
Chicago River & Indiana R. R. Co.	108,525.82	113,548.20
Chicago, Rock Island & Pacific Ry. Co.	14,912,378.91	.....
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	4,934,789.51	4,931,622.63
Chicago, Terre Haute & Southeastern Ry. Co.	922,784.87	944,453.30
Chicago & Alton R. R. Co.	3,178,314.92	.....
Chicago & Eastern Illinois R. R. Co.	2,946,030.88	.....
Chicago & Erie R. R. Co.	225,129.17	.....
Chicago & North Western Ry. Co.	23,201,015.60	23,165,985.42
Chicago & Western Indiana R. R. Co.	1,509,530.15	(2)
Cincinnati, Burnside & Cumberland River Ry. Co.	4,239.02	3,783.52
Cincinnati, Findlay & Fort Wayne Ry. Co.	51,802.01	.....
Cincinnati, Indianapolis & Western R. R. Co.	422,212.83	414,223.49
Cincinnati, Lebanon & Northern Ry. Co.	111,984.61	116,422.56
Cincinnati, New Orleans & Texas Pacific Ry. Co.	3,541,039.53	3,575,730.58
Cincinnati Northern R. R. Co.	317,628.01	321,383.75
Cincinnati, Saginaw & Mackinaw R. R. Co.	97,602.92	95,815.40
Cleveland, Cincinnati, Chicago & St. Louis R. R. Co.	9,938,597.23	.....
Clinton & Oklahoma Western Ry. Co.	45,241.33	(2)
Coal Belt Electric Ry. Co.	12,689.11	(2)
Coal & Coke Ry. Co.	282,322.54	278,622.75
Colorado & Southern Ry. Co.	2,481,211.88	2,499,056.48
Colorado & Southeastern R. R. Co.	34,982.75	.....
Columbia Union Station Co.	4,569.48	4,947.22
Connecting Terminal R. R. Co.	61,243.93	58,038.45
Cooperstown & Charlotte Valley R. R. Co.	15,381.59	.....
Copper Range R. R. Co.	222,781.19	219,910.83

Boat lines.

We have examined the accounts of these carriers and have found no error requiring correction of the original certification.

³ No operating returns made to the Commission. Operating income ascertained and certified at the request of the Director General.

⁴ Private car lines.

Name of carrier.	Original certification.	Corrected certification.
Cumberland R. R. Co.....	\$412.32	(2)
Cumberland Valley R. R. Co.....	1,228,906.51	\$1,243,120.04
Cumberland & Pennsylvania R. R. Co.....	235,806.60	236,186.82
Cuyahoga Valley Ry. Co.....	413.73	
Dallas Terminal Ry. & Union Depot Co.....	40,820.22	21,655.12
Danville & Western Ry. Co.....	135,308.08	(2)
Davenport, Rock Island & Northwestern Ry. Co.....	885.33	(2)
Dayton Union Ry. Co.....	48,912.05	(2)
Dayton & Union R. R. Co.....	8,241.06	(2)
Death Valley R. R. Co.....	74,299.62	
Delaware, Lackawanna & Western R. R. Co.....	15,749,476.74	16,057,941.66
Delaware River Ferry Co., of New Jersey.....	62,508.95	(2)
Delaware & Hudson Co.....	7,409,600.12	6,983,661.34
Delaware & Northern R. R. Co.....	6,649.96	
Delta Southern Ry.....	48,136.23	(2)
Denison & Pacific Suburban Ry. Co.....	4,702.45	4,374.41
Dents Run R. R. Co.....	7,480.34	
Denver Union Terminal Co.....	90,921.91	(2)
Denver & Rio Grande R. R. Co.....	8,319,376.67	8,054,260.17
Denver & Salt Lake R. R. Co.....	353,289.67	(2)
Des Moines Terminal Co.....	8,367.60	(2)
Des Moines Union Ry. Co.....	148,666.76	149,101.53
Detroit, Bay City & Western R. R. Co.....	85,967.39	82,865.91
Detroit, Grand Haven & Milwaukee Ry. Co.....	146,643.56	117,681.60
Detroit & Huron Ry. Co.....	21,157.26	21,618.77
Detroit, Toledo & Ironton R. R. Co.....	225,895.02	215,467.09
Detroit Terminal Ry. Co.....	186,460.40	181,555.81
Detroit & Mackinac Ry. Co.....	310,664.04	(2)
Detroit & Toledo Shore Line R. R. Co.....	456,512.17	472,516.77
Direct Navigation Co. ¹	11,857.50	(2)
Duluth, Missabe & Northern Ry. Co.....	5,122,051.04	(2)
Duluth, South Shore & Atlantic Ry. Co.....	594,637.41	562,348.06
Duluth Terminal Ry. Co.....	23,830.40	7,762.40
Duluth Union Depot & Transfer Co.....	32,175.84	(2)
Duluth & Iron Range R. R. Co.....	2,355,241.74	(2)
Duluth & Superior Bridge Co.....	33,048.48	33,373.48
Dunleith & Dubuque Bridge Co.....	138,178.32	(2)
Durham & Southern Ry. Co.....	134,221.70	133,410.22
Durham Union Station Co.....	6,953.60	(2)
Eastern Texas R. R. Co.....	3,852.23	3,753.00
East St. Louis Connecting Ry. Co.....	127,219.89	(2)
East and West Coast Railway Co.....	5,549.82	(2)
Eddystone & Delaware River R. R. Co.....	2,733.50	(2)
Electric Short Line Ry. Co. ⁵	1,966.94	
Elgin, Joliet & Eastern Ry. Co.....	2,862,177.21	2,672,805.57
El Paso Union Passenger Depot Co.....	20,050.45	(2)
El Paso & Southwestern Ry. Co.....	4,145,102.30	4,141,652.85
Eric R. R. Co.....	15,503,988.92	
Erie Terminals R. R. Co.....	1,653.12	(2)
Escanaba & Lake Superior R. R. Co.....	58,688.01	58,062.65
Evansville & Indianapolis R. R. Co.....	112,280.21	115,446.19
Fairchild & North-Eastern Ry. Co.....	19,469.43	28,812.26
Farmers' Grain & Shipping Co.....	5,555.30	4,944.55
Fernwood & Gulf R. R. Co.....	41,550.21	(2)
Florida East Coast Ry. Co.....	2,842,842.20	2,408,170.75
Fort Dodge, Des Moines & Southern R. R. Co.....	579,071.75	589,340.43
Fort Smith & Western R. R. Co.....	80,499.46	
Fort Street Union Depot Co.....	118,960.33	121,461.71
Fort Worth Belt Ry. Co.....	55,108.96	53,977.01
Fort Worth & Denver City Ry. Co.....	1,891,386.40	1,921,481.63
Fort Worth & Rio Grande Ry. Co.....	1,300.99	692.81
Frankfort & Cincinnati Ry. Co.....	8,435.07	
Gainesville Midland Ry.....	22,731.58	19,535.75
Gallatin Valley Ry. Co.....	8,980.77	(2)
Galveston, Harrisburg & San Antonio Ry. Co.....	3,230,644.60	3,235,226.35
Galveston, Houston & Henderson R. R. Co.....	127,366.25	127,425.93
Galveston Wharf Co.....	523,069.92	506,334.96
Georgia Coast & Piedmont R. R. Co.....	7,007.36	
Georgia, Florida & Alabama Ry. Co.....	57,637.73	(2)
Georgia Northern Ry. Co.....	62,707.69	(2)
Georgia R. R. Lessee Organization.....	858,622.42	(2)
Georgia Southern & Florida Ry. Co.....	511,437.13	(2)
Georgia Southwestern & Gulf R. R. Co.....	21,937.97	
Georgia & Florida Ry.....	562.98	832.08
Gettysburg & Harrisburg Ry. Co.....	38,955.46	39,274.03
Gilmore & Pittsburgh R. R. Co. (Ltd.).....	40,376.93	(2)
Glenn-Pool Tank Line Co. ³⁴	11,592.22	(2)

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ No operating returns made to the Commission. Operating income ascertained and certified at the request of the Director General.⁴ Private car lines.⁵ Operated by electricity.

Name of carrier.	Original certification.	Corrected certification.
Grand Canyon Ry. Co.	\$233,496.47	\$234,342.22
Grand Rapids & Indiana Ry.	929,385.42	909,274.57
Grand Trunk Milwaukee Car Ferry Co. ¹	53,018.86	55,263.20
Grand Trunk Western Ry. Co.	1,012,993.62	987,387.69
Great Northern Ry. Co.	28,666,681.07	
Green Bay & Western R. R. Co.	204,877.83	200,568.90
Greenwich & Johnsonville Ry. Co.	49,534.30	49,072.54
Gulf, Colorado & Santa Fe Ry. Co.	2,828,217.50	2,959,904.39
Gulf, Mobile & Northern R. R. Co.	558,337.86	489,444.37
Gulf & Ship Island R. R. Co.	597,455.62	595,883.21
Gulf Terminal Co.	25,754.02	(²)
Gulf, Texas & Western Ry. Co.	44,609.81	46,862.62
Hamilton Belt Ry. Co.	7,040.29	(²)
Hannibal Connecting R. R. Co.	2,665.55	
Harriman & Northeastern R. R. Co.	51,645.62	51,441.42
Hartford & New York Transportation Co. ¹	150,863.69	155,804.91
Hartwell Ry. Co.	4,393.75	(²)
Hawkinsville & Florida Southern Ry. Co.	3,433.30	(²)
High Point, Randleman, Asheboro & Southern R. R. Co.	26,146.94	(²)
Hocking Valley Ry. Co.	2,637,167.48	(²)
Houston Belt & Terminal Ry. Co.	324,359.77	319,748.38
Houston East & West Texas Ry. Co.	375,565.53	377,908.78
Houston & Brazos Valley Ry. Co.	31,416.52	31,949.57
Houston & Shreveport R. R. Co.	85,031.76	(²)
Houston & Texas Central R. R. Co.	1,717,505.76	1,713,565.88
Hudson & Manhattan R. R. Co. ³	3,008,362.77	(²)
Huntingdon & Broad Top Mountain R. R. & Coal Co.	201,694.22	208,875.82
Iberia & Vermilion R. R. Co.	14,495.36	(²)
Illinois Central R. R. Co.	16,282,373.55	16,310,620.86
Illinois Terminal Railroad Co.	192,823.50	
Indiana Harbor Belt R. R.	296,053.57	319,888.54
Indianapolis Union Ry. Co.	226,781.02	235,575.58
International & Great Northern Ry. Co.	1,394,945.98	
Intermountain Ry. Co.	9,204.81	
Interstate R. R. Co.	83,786.51	82,752.47
Iowa Transfer Ry. Co.	2,414.96	(²)
Jacksonville Terminal Co.	43,707.64	(²)
Joliet Union Depot Co.	22,664.53	25,764.53
Joplin Union Depot Co.	30,044.58	(²)
Kanawha & Michigan Ry. Co.	1,295,141.37	1,295,941.88
Kanawha & West Virginia R. R. Co.	45,290.63	44,552.30
Kankakee & Seneca R. R. Co.	42,164.52	39,180.05
Kansas City, Clinton & Springfield Ry. Co.	7,889.85	(²)
Kansas City, Mexico & Orient R. R. Co. and Kansas City, Mexico & Orient Ry. Co. of Texas, combined.	9,073.39	
Kansas City, Shreveport & Gulf Terminal Co.	6,014.66	(²)
Kansas City Southern Ry. Co.	3,216,697.65	
Kansas City Terminal Ry. Co.	1,999,313.50	
Kansas Southwestern Ry. Co.	43,859.04	(²)
Kentucky & Indiana Terminal R. R. Co.	279,247.79	(²)
Keokuk Union Depot Co.	4,451.37	4,231.82
Keokuk & Hamilton Bridge Co.	28,828.19	(²)
Kewaunee, Green Bay & Western R. R. Co.	95,958.60	97,632.32
Kinston-Carolina R. R. Co.	9,708.39	(²)
Lackawanna & Montrose R. R. Co.	9,232.08	(²)
Lake Charles & Northern R. R. Co.	73,493.70	71,769.21
Lake Erie & Eastern R. R. Co.	127,081.06	129,885.82
Lake Erie & Western R. R. Co.	1,548,541.69	1,572,817.40
Lake George Steamboat Co. ¹	28,608.72	23,136.48
Lake Superior Terminal & Transfer Ry. Co. of Wisconsin	92.05	(²)
Lake Superior & Ishpeming Ry. Co.	134,584.95	150,879.75
Lawrenceville Branch R. R. Co.	501.01	(²)
Leavenworth Depot & R. R. Co.	14,933.32	(²)
Leavenworth Terminal Ry. & Bridge Co.	43,583.43	(²)
Lehigh & Hudson River Ry. Co.	519,371.13	(²)
Lehigh & New England R. R. Co.	1,135,760.91	1,134,925.65
Lehigh Valley R. R. Co.	11,321,233.25	11,318,714.48
Lewiston & Auburn R. R. Co.	22,251.78	23,864.61
Lexington Union Station Co.	15,435.23	(²)
Lime Rock R. R. Co.	22,349.89	
Litchfield & Madison Ry. Co.	116,507.96	(²)
Little Kanawha R. R. Co.	17,339.35	(²)
Long Island R. R. Co.	3,221,948.91	2,921,320.56
Lorain, Ashland & Southern R. R. Co.	108,877.98	(²)
Lorain & West Virginia Ry. Co.	137,277.98	(²)
Los Angeles & Salt Lake R. R. Co.	3,420,417.19	(²)
Louisiana & Arkansas Ry. Co.	407,987.27	359,362.34
Louisiana & Mississippi R. R. Transfer Co. ¹	41,689.33	21,689.33
Louisiana Ry. & Nav. Co.	357,353.37	

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ Operated by electricity.

Name of carrier.	Original certification.	Corrected certification.
Louisiana Southern Ry. Co.	\$25,463.28	(2)
Louisiana Western R. R. Co.	895,178.49	\$892,071.34
Louisville, Henderson & St. Louis R. R. Co.	343,915.53	348,335.72
Louisville and Jeffersonville Bridge and R. R. Co.	169,701.70	169,101.70
Louisville & Nashville R. R. Co.	17,310,494.67	17,296,321.98
Louisville & Wadley R. R. Co.	2,547.66	(2)
Macon, Dublin & Savannah R. R. Co.	90,575.92	(2)
Macon Terminal Co.	79,741.69	(2)
Mackinac Transportation Co. ¹	74,387.58	24,678.59
Maine Central R. R. Co.	2,955,696.88	2,894,845.67
Manistee & North-Eastern R. R. Co.	74,863.50	(2)
Manistique & Lake Superior Ry. Co.	21,453.73	(2)
Manitou & Pikes Peak Ry. Co.	29,922.68	(2)
Manufacturers' Junction Ry. Co.	19,042.83	(2)
Manufacturers' Ry. Co.	44,381.21	38,504.21
Manufacturers' Ry. Co. (St. Louis, Mo.)	10,183.52	(2)
Marion & Southern R. R. Co.	4,208.88	(2)
Marquette & Bessemer Dock & Nav. Co. ¹	19,407.63	17,229.72
Maryland, Delaware & Virginia Ry. Co.	49,543.23	42,536.22
McCloud River R. R. Co.	62,361.08	(2)
Memphis, Dallas & Gulf R. R. Co.	28,295.70	10,648.53
Memphis Union Station Co.	121,353.84	(2)
Merchants and Miners Transportation Co. ¹	629,929.42	(2)
Meridian & Memphis Ry. Co.	29,215.74	(2)
Meridian Terminal Co.	13,987.64	(2)
Michigan Air Line Ry.	83,482.55	85,924.94
Michigan Central R. R. Co.	8,052,127.48	8,126,349.13
Middletown & Hummelstown R. R. Co.	4,112.91	4,139.57
Middletown & Unionville R. R. Co.	24,835.44	(2)
Midland Valley R. R. Co.	444,345.95	441,675.49
Millers Creek R. R. Co.	4,006.62	(2)
Milwaukee Terminal Ry. Co.	32,556.60	(2)
Mineral Range R. R. Co.	147,432.29	144,005.79
Minneapolis Eastern Ry. Co.	30,332.61	(2)
Minneapolis, Red Lake & Manitoba Ry.	14,633.72	(2)
Minneapolis, St. Paul & Sault Sainte Marie Ry. Co.	10,547,428.70	10,578,977.09
Minneapolis & Rainy River Ry. Co.	9,033.98	(2)
Minneapolis & St. Louis R. R. Co.	2,639,837.25	2,639,993.61
Minneapolis Western Ry. Co.	3,538.67	(2)
Minnesota Transfer Ry. Co.	96,250.07	101,322.94
Minnesota & International Ry. Co.	202,455.24	203,534.63
Mississippi Central R. R. Co.	309,216.35	308,525.21
Missouri, Kansas & Texas Ry. Co.	5,853,831.21	5,891,899.60
Missouri, Kansas & Texas Ry. Co. of Texas.	621,773.00	636,301.89
Missouri, Oklahoma & Gulf Ry. Co.	83,603.08	(2)
Missouri, Oklahoma & Gulf Ry. Co. of Texas.	44,558.33	(2)
Missouri Pacific R. R. Co.	14,206,814.14	13,978,029.12
Missouri Valley & Blair Ry. & Bridge Co.	13,014.18	(2)
Missouri & Illinois Bridge & Belt R. R. Co.	102,518.06	(2)
Missouri & North Arkansas R. R.	13,146.42	(2)
Mobile & Ohio R. R. Co.	2,597,478.39	2,620,125.39
Monongahela Ry. Co.	583,086.47	(2)
Montauk Steamboat Co. (Ltd.) ¹	27,895.39	(2)
Montpelier & Wells River R. R.	3,371.62	4,211.32
Morgan's Louisiana & Texas R. R. & S. S. Co.	1,188,525.58	1,189,622.56
Morgantown & Kingwood R. R. Co.	51,362.93	50,789.11
Mount Hope Mineral R. R. Co.	19,171.43	(2)
Muncie Belt Ry. Co.	7,141.18	7,031.90
Munising, Marquette & Southeastern Ry. Co.	93,281.70	93,684.23
Nashville, Chattanooga & St. Louis Ry. Co.	3,182,089.03	3,163,575.51
Natchez, Columbia & Mobile R. R. Co.	27.56	(2)
Natchez & Louisiana Ry. Transfer Co. ¹	432.01	(2)
Natchez & Southern Ry. Co.	879.56	1,678.57
Nevada Copper Belt R. R. Co.	43,204.28	(2)
Nevada Northern Ry. Co.	882,336.01	(2)
New Bedford, Marthas Vineyard & Nantucket Steam boat Co. ¹	37,460.43	(2)
New England S. S. Co. ¹	866,429.21	(2)
New Iberia & Northern R. R. Co.	39,400.45	(2)
New Jersey & New York R. R. Co.	8,710.35	(2)
New Orleans Great Northern R. R. Co.	575,951.79	519,904.35
New Orleans Terminal Co.	565,034.70	(2)
New Orleans, Texas & Mexico Ry. Co.	218,773.01	(2)
New Orleans & Northeastern R. R. Co.	1,204,992.06	(2)
Newport & Richford R. R. Co.	29,479.08	(2)
New River, Holston & Western Ry. Co.	4,407.08	(2)
New York Bay R. R. Co.	274,050.44	(2)
New York Central R. R. Co.	55,802,630.50	56,964,227.60
New York, Chicago & St. Louis R. R. Co.	2,218,856.59	2,440,693.36
New York Dock Ry.	34,155.42	(2)
New York, New Haven & Hartford R. R. Co.	17,095,884.34	17,173,366.56
New York, Ontario & Western Ry. Co.	2,103,589.41	2,110,823.49

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.

Name of carrier.	Original certification.	Corrected certification.
New York, Philadelphia & Norfolk Ry. Co.....	\$996,050.76	(²)
New York, Susquehanna & Western R. R. Co.....	800,587.17	.....
New York & Long Branch R. R. Co.....	248,011.01	(²)
Norfolk Southern R. R. Co.....	1,166,990.77	\$1,152,879.64
Norfolk Terminal Ry. Co.....	44,326.94	(²)
Norfolk & Portsmouth Belt Line R. R. Co.....	48,667.65	(²)
Norfolk & Western Ry. Co.....	20,534,163.48	20,509,724.64
Northeast Pennsylvania R. R. Co.....	23,793.83	22,672.03
Northampton & Bath R. R. Co.....	2,555.22	.....
Northern Alabama Ry. Co.....	150,582.97	152,935.71
Northern Pacific Ry. Co.....	30,057,760.06	30,190,329.98
Northern Pacific Terminal Co. of Oreg.....	99,709.18	(²)
Northwestern Coal Ry. Co.....	3,242.17	.....
Northwestern Pacific R. R. Co.....	1,235,101.00	1,194,787.03
Northwestern R. R. Co. of S. C.....	26,580.77	.....
Northwestern Terminal Ry. Co.....	2,349.04	(²)
Ocean S. S. Co. of Savannah ¹	1,048,782.69	1,051,382.69
Ocala Southern R. R. Co.....	9,826.26	.....
Ogden Union Ry. & Depot Co.....	54,785.99	47,334.32
Ohio River & Western Ry. Co.....	18,819.17	17,967.18
Old Dominion S. S. Co. ¹	252,893.61	226,841.72
Ontonagon R. R. Co.....	126.67	190.66
Orange & Northwestern R. R. Co.....	27,441.12	39,504.98
Oregon Electric Ry. Co. ⁵	141,146.38	139,619.02
Oregon Short Line R. R. Co.....	10,196,749.74	10,204,618.94
Oregon Trunk Ry.....	84,722.38	79,453.86
Oregon-Washington R. R. & Nav. Co.....	4,519,352.44	4,491,883.11
Pacific Coast R. R. Co.....	114,080.63	(²)
Pacific Fruit Express Co. ^{3,4}	1,218,324.68	(²)
Panhandle & Santa Fe Ry. Co.....	1,330,663.88	1,331,247.36
Paris & Great Northern R. R. Co.....	39,385.14	(²)
Pecos Valley Southern Ry. Co.....	1,832.75	.....
Peoria Ry. Term. Co.....	38,402.38	(²)
Peoria & Pekin Union Ry. Co.....	306,513.72	309,845.93
Pennsylvania Co.....	14,992,784.78	.....
Pennsylvania R. R. Co.....	46,312,932.86	45,959,826.84
Pennsylvania Terminal Ry. Co.....	175,240.89	(²)
Pere Marquette Ry. Co.....	3,748,196.09	3,725,717.57
Perkiomen R. R. Co.....	339,090.56	342,090.56
Philadelphia Belt Line R. R. Co.....	8,525.99	(²)
Philadelphia Grain Elevator Co. ³	98,749.82	(²)
Philadelphia, Newton & New York R. R. Co.....	2,565.67	4,069.92
Philadelphia & Beach Haven R. R. Co.....	22,905.36	(²)
Philadelphia & Camden Ferry Co. ¹	401,556.86	(²)
Philadelphia & Chester Valley R. R. Co.....	5,074.21	5,779.11
Philadelphia & Reading Ry. Co.....	15,868,331.36	15,793,961.13
Philadelphia, Baltimore & Washington R. R. Co.....	3,610,839.54	3,589,324.98
Pickering Valley R. R. Co.....	24,917.31	24,954.94
Piedmont & Northern Ry. Co.....	435,789.34	409,191.19
Pierre & Fort Pierre Bridge Ry. Co.....	11,341.17	(²)
Pierre, Rapid City & Northwestern Ry. Co.....	15,344.01	(²)
Pine Bluff Arkansas River Ry.....	12,887.78	.....
Pittsburgh, Chartiers & Youghiogeny Ry. Co.....	180,614.38	180,279.05
Pittsburgh, Cincinnati, Chicago & St. Louis R. R. Co.....	11,334,093.67	.....
Pittsburgh & Lake Erie R. R. Co.....	8,980,219.40	.....
Pittsburgh & Shawmut R. R. Co.....	613,261.14	.....
Pittsburgh & West Virginia Ry. Co.....	237,009.89	.....
Pontiac, Oxford & Northern R. R. Co.....	13,861.01	16,046.24
Port Arthur Canal & Dock Co. ³	36,049.44	(²)
Port Huron Southern R. R. Co.....	11,025.78	11,217.59
Portland Terminal Co.....	274,689.90	261,482.35
Port Reading R. R. Co.....	235,697.96	236,451.13
Port Townsend & Puget Sound Ry. Co.....	136.94	(²)
Poteau Valley R. R. Co.....	3,232.19	3,547.87
Pueblo Union Depot & R. R. Co.....	32,688.87	(²)
Puget Sound & Willapa Harbor Ry. Co.....	82,149.27	(²)
Pullman Co.....	12,323,555.53	(²)
Quanah, Acme & Pacific Ry. Co.....	98,939.02	104,320.61
Quincy, Omaha & Kansas City R. R. Co.....	29,396.50	37,558.73
Raleigh & Charleston R. R. Co.....	17,371.55	(²)
Railway Transfer Co. of Minneapolis.....	105,014.44	.....
Rapid City, Black Hills & Western R. R. Co.....	13,003.56	11,485.97
Raritan River R. R. Co.....	160,256.70	.....
Reading & Columbia R. R. Co.....	18,230.27	18,336.93
Richmond, Fredericksburg & Potomac R. R. Co.....	1,137,373.75	1,136,973.75
Rio Grande, El Paso & Santa Fe R. R. Co.....	18,060.06	17,682.99
Rio Grande Southern R. R. Co.....	144,365.69	(²)

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ No operating returns made to the Commission. Operating income ascertained and certified at the request of the Director General.⁴ Private car lines.⁵ Operated by electricity.

Name of carrier.	Original certification.	Corrected certification.
Rock Island Frisco Terminal Ry. Co.	\$167,034.76	(2)
Rockingham R. R. Co.	1,648.79	\$1,343.62
Roscoe, Snyder & Pacific Ry. Co.	69,570.35	
Rosslyn Connecting R. R. Co.	6,598.83	(2)
Rupert & Bloomsburg R. R. Co.	6,050.57	(2)
Rutland R. R. Co.	1,023,883.21	1,005,127.13
Saint Johns River Terminal Co.	23,011.62	25,294.03
St. Johnsbury & Lake Champlain R. R. Co.	23,159.77	23,450.77
St. Joseph Belt Ry. Co.	44,854.81	(2)
St. Joseph & Grand Island Ry. Co.	373,811.11	372,137.61
St. Joseph Terminal R. R. Co.	14,083.73	15,618.23
St. Louis, Brownsville & Mexico Ry. Co.	983,890.01	971,156.7
St. Louis Merchants Bridge Terminal Ry.	412,427.56	410,151.81
St. Louis National Stock Yards Co.	40,474.56	
St. Louis & O'Fallon Ry. Co.	99,702.27	(2)
St. Louis-San Francisco Ry. Co.	13,690,212.98	13,897,260.03
St. Louis, San Francisco & Texas Ry. Co.	527,035.99	532,953.25
St. Louis Southwestern Ry. Co.	3,355,748.99	3,309,791.43
St. Louis Southwestern Ry. Co. of Texas.	553,164.52	534,922.73
St. Louis Transfer Ry. Co.	10,855.70	(2)
St. Louis, Troy & Eastern R. R. Co.	143,257.24	
St. Paul Bridge & Terminal Ry. Co.	67,509.40	(2)
St. Paul Union Depot Co.	86,942.39	63,542.33
Salt Lake City Union Depot & R. R. Co.	70,434.88	(2)
San Antonio & Aransas Pass Ry. Co.	373,051.70	357,478.99
San Antonio, Uvalde & Gulf R. R. Co.	55,928.38	(2)
Sandy River & Rangeley Lakes R. R.	46,666.42	
Sandy Valley & Elkhorn Ry. Co.	391,921.03	393,257.15
San Francisco & Portland S. S. Co. ¹	36,769.13	(2)
Savannah Union Station Co.	27,429.09	(2)
Schoharie Valley Ry. Co.	10,707.82	10,579.02
Seaboard Air Line Ry. Co.	6,497,024.85	
Seattle, Port Angeles & Western Ry. Co.	72,664.93	(2)
Sharpsville R. R. Co.	15,643.14	15,597.33
Shreveport Bridge & Terminal Co.	48,229.99	(2)
Sidell & Olney R. R. Co.	49,235.88	49,559.20
Sioux City Bridge Co.	\$1,060.81	(2)
Sioux City Terminal Ry. Co.	17,352.93	17,117.43
Southern Illinois & Missouri Bridge Co.	120,011.67	(2)
Southern Pacific Co.	38,021,937.62	37,554,097.41
Southern Pacific Terminal Co.	207,444.48	207,551.62
Southern Ry. Co.	18,653,893.15	
Southern Ry. Co. in Miss.	6,989.50	4,961.93
Spokane International Ry. Co.	190,908.85	
Spokane, Portland & Seattle Ry. Co.	1,871,083.00	1,864,113.03
Standard & Hernando R. R. Co.	12,773.51	(2)
Staten Island Rapid Transit Ry. Co.	356,823.70	(2)
Stewartstown R. R. Co.	10,327.44	
Stony Creek R. R. Co.	17,368.77	17,454.27
Sullivan County R. R. Co.	184,574.57	185,615.59
Sunset Ry. Co.	64,562.79	63,530.72
Susquehanna & New York R. R. Co.	56,884.89	58,222.33
Susquehanna, Bloomsburg & Berwick R. R. Co.	49,722.26	(2)
Sussex R. R. Co.	29,937.64	(2)
Sylvania Central Ry. Co.	3,283.68	(2)
Tacoma Eastern R. R. Co.	133,525.16	(2)
Tallulah Falls Ry. Co.	5,353.98	5,383.53
Tamaqua, Hazelton & Northern R. R. Co.	1,457.50	(2)
Tampa Northern R. R. Co.	22,276.84	26,239.23
Tampa Union Station Co.	14,660.40	(2)
Tampa & Gulf Coast R. R. Co.	2,359.80	(2)
Tennessee, Alabama & Georgia Ry. Co.	46,914.90	
Tennessee Central R. R. Co.	162,733.55	151,193.93
Terminal R. R. Asso. of St. Louis	2,574,510.88	2,523,002.63
Texarkana & Fort Smith Ry. Co.	318,723.68	
Texas City Terminal Co.	37,771.30	
Texas Midland R. R.	59,348.35	41,930.03
Texas & New Orleans R. R. Co.	713,135.69	713,474.72
Texas & Pacific Ry. Co.	4,107,432.49	3,723,435.40
Texas Southeastern R. R. Co.	23,012.93	
Tidewater Southern Ry. Co.	7,251.27	7,391.03
Toledo, Peoria & Western Ry. Co.	159,739.77	160,443.63
Toledo, Saginaw & Muskegon Ry. Co.	115,757.85	118,275.93
Toledo Terminal R. R. Co.	252,999.43	(2)
Toledo, St. Louis & Western R. R. Co.	994,294.38	1,022,468.92
Toledo & Ohio Central Ry. Co.	1,083,650.87	
Tonopah & Tidewater R. R. Co.	182,638.84	
Trans-Mississippi Terminal R. R. Co.	665,391.57	648,344.21
Trinity & Brazos Valley R. R.	438,904.66	(2)
Troy Union R. R. Co.	11,852.69	(2)
1ug River & Kentucky River R. R. Co.	19,693.73	(2)

Boat lines.

¹We have examined the accounts of these carriers and have found no error requiring correction of the original certification.

Name of carrier.	Original certification.	Corrected certification.
Ulster & Delaware R. R. Co.....	\$128,009.47	
Union Depot Co. (Columbus, Ohio).....	58,058.17	\$49,314.61
Union Freight R. R. Co.....	32,009.69	33,822.02
Union Pacific R. R. Co.....	23,700,008.61	23,670,741.02
Union R. R. Co. of Baltimore.....	1,387,766.97	(2)
Union Ry. Co. (Memphis, Tenn.).....	84,690.41	102,212.84
Union R. R. Co. (Pa.).....	1,370,290.23	
Union Stock Yards Co. of Omaha (Ltd.).....	149,812.64	
Union Terminal Ry. Co.....	29,678.71	30,540.53
Union Terminal of Dallas.....	295,616.04	292,379.49
Van Buren Bridge Co.....	8,269.88	(2)
Vermont Valley R. R. Co.....	133,499.08	135,954.48
Vicksburg, Shreveport & Pacific Ry. Co.....	337,947.96	344,917.93
Virginia-Carolina Ry. Co.....	73,326.05	67,234.15
Virginia Navigation Co.....	2,240.60	2,182.27
Virginian Ry. Co.....	3,247,603.41	3,234,725.32
Wabash Ry. Co.....	5,826,809.91	
Wadley Southern Ry. Co.....	10,028.36	(2)
Ware Shoals R. R. Co.....	10,553.30	
Washington Southern Ry. Co.....	468,432.81	467,230.04
Washington Terminal Co.....	664,072.00	
Washington & Vandemere R. R. Co.....	5,027.19	(2)
Waterloo, Cedar Falls & Northern Ry. Co. ¹	374,373.41	
Watertown & Sioux Falls Ry. Co.....	51,339.50	30,224.42
Waupaca-Green Bay Ry.....	2,780.19	2,285.92
Waycross & Southern R. R. Co.....	6,350.66	
Waynesburg & Washington R. R. Co.....	12,028.15	
Weatherford, Mineral Wells & Northwestern Ry. Co.....	31,148.57	(2)
West Jersey & Seashore R. R. Co.....	952,681.93	952,878.22
West Side Belt R. R. Co.....	186,330.78	184,826.89
Western Allegheny R. R. Co.....	51,490.47	
Western Cable Ry. Co.....	5,442.84	
Western Maryland Ry. Co.....	3,079,593.35	3,075,048.35
Western Pacific R. R. Co.....	1,900,349.74	1,870,971.97
Western Ry. of Alabama.....	288,237.53	280,456.29
Wheeling & Lake Erie Ry. Co.....	1,586,037.32	1,409,783.95
Wheeling Terminal Ry. Co.....	113,151.33	111,195.80
Wichita Falls & Northwestern Ry. Co.....	145,245.24	144,003.82
Wichita Union Terminal Ry. Co.....	103,925.78	(2)
Wichita Valley Ry. Co.....	352,367.05	354,399.07
Wiggins Ferry Co.....	390,311.41	(2)
Wilkes-Barre Connecting R. R. Co.....	33,230.72	32,280.85
Wilkes-Barre & Eastern R. R. Co.....	179,547.57	
Williamson & Pond Creek R. R. Co.....	9,304.64	(2)
Williams Valley R. R. Co.....	2,486.86	2,771.86
Winona Bridge Ry. Co.....	38,876.91	(2)
Winston-Salem Southbound Ry. Co.....	200,251.02	256,192.76
Wood River Branch R. R. Co.....	5,797.24	9,125.25
Woodstock & Blocton Ry. Co.....	14,918.83	13,721.77
Wrightsville & Tennille R. R.....	24,496.61	26,548.15
Wyoming & Northwestern Ry. Co.....	180,029.97	(2)
Yadkin R. R. Co.....	52,950.56	(2)
Yazoo & Mississippi Valley R. R. Co.....	3,862,317.83	
York Harbor & Beach R. R. Co.....	5,371.74	5,880.23
Zanesville & Western Ry. Co.....	107,593.45	(2)

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ Operated by electricity.

APPENDIX G.

CERTIFICATES ISSUED UNDER VARIOUS SECTIONS OF
THE TRANSPORTATION ACT, 1920.

**CERTIFICATES FOR ADVANCES ISSUED UNDER SECTION 209 (h) OF THE
TRANSPORTATION ACT, 1920.**

Name of carrier.	Amount certified.
Adirondack & St. Lawrence R. R. Co.	\$4, 923
American Railway Express Co.	19, 700, 000
Ann Arbor R. R. Co.	240, 000
Aransas Harbor Terminal Ry.	12, 000
Atlanta & St. Andrews Bay Ry. Co.	70, 000
Atlanta, Birmingham & Atlantic Ry. Co.	1, 114, 000
Atlantic & Western R. R. Co.	15, 000
Atlantic Coast Line R. R. Co.	2, 500, 000
Baltimore & Ohio R. R. Co.	14, 000, 000
Baltimore, Chesapeake & Atlantic Ry. Co.	159, 300
Bangor & Aroostook R. R. Co.	284, 000
Birmingham & Northwestern Ry. Co.	33, 000
Boston & Maine R. R.	4, 000, 000
Boyne City, Gaylord & Alpena R. R. Co.	30, 000
Brooklyn Eastern District Terminal.	220, 000
Buffalo, Rochester & Pittsburgh Ry. Co.	1, 300, 000
Bullfrog Goldfield R. R. Co.	7, 500
Carrollton & Worthville R. R. Co.	11, 000
Central New England Ry. Co.	1, 532, 670
Central of Georgia Ry. Co.	3, 150, 000
Central R. R. Co. of New Jersey	5, 146, 411
Central Vermont Ry. Co.	1, 325, 000
Charleston & Western Carolina Ry. Co.	220, 000
Chesapeake & Ohio Ry. Co.	2, 700, 000
Chesapeake Western Ry.	10, 000
Chicago & Alton R. R. Co.	700, 000
Chicago & Eastern Illinois R. R. Co.	1, 500, 000
Chicago & Erie R. R. Co.	1, 285, 000
Chicago Great Western R. R. Co.	1, 700, 000
Chicago, Indianapolis & Louisville Ry. Co.	500, 000
Chicago Junction Ry. Co.	1, 000, 000
Chicago, Milwaukee & Gary Ry. Co.	91, 697
Chicago, Milwaukee & St. Paul Ry. Co.	14, 297, 702
Chicago, Peoria & St. Louis R. R. Co.	238, 000
Chicago River & Indiana R. R. Co.	75, 000
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	900, 000
Cincinnati, Indianapolis & Western R. R. Co.	150, 000
Cumberland & Manchester R. R. Co.	8, 000
Delaware & Hudson Co.	2, 195, 000
Delaware & Northern R. R. Co.	31, 500
Delaware, Lackawanna & Western R. R. Co.	5, 124, 500
Denver & Salt Lake R. R. Co.	425, 000
Detroit, Bay City & Western R. R. Co.	90, 000
Detroit Terminal R. R. Co.	100, 000
Duluth, South Shore & Atlantic Ry. Co.	281, 500
Electric Short Line Ry. Co.	45, 000
Erie R. R. Co.	13, 765, 000
Fernwood, Columbia & Gulf R. R. Co.	35, 000
Fort Dodge, Des Moines & Southern R. R. Co.	137, 500
Fourche River Valley & Indian Territory Ry. Co.	16, 500
Franklin & Pittsylvania R. R. Co.	11, 000
Gainesville & Northwestern R. R. Co.	8, 400
Gainesville Midland Ry.	11, 300
Georgia & Florida Ry.	445, 000
Georgia, Florida & Alabama Ry. Co.	120, 000
Great Northern Ry. Co.	6, 500, 000
Gulf & Ship Island R. R. Co.	245, 000
Gulf, Florida & Alabama Ry. Co.	235, 000
Gulf, Mobile & Northern R. R. Co.	528, 000
Gulf, Texas & Western Ry. Co.	95, 000
Hawkinsville & Florida Southern Ry. Co.	65, 000
Houston & Brazos Valley Ry. Co.	37, 000
Huntingdon & Broad Top Mountain R. R. & Coal Co.	82, 715
Illinois Central R. R. Co.	8, 000, 000
International & Great Northern Ry. Co.	1, 815, 000
Jefferson & Northwestern Ry. Co.	30, 000
Kansas City, Mexico & Orient R. R. Co.	446, 000
Kansas City, Mexico & Orient Ry. Co. of Texas	470, 000
Kansas City Southern Ry. Co.	600, 000
Kansas, Oklahoma & Gulf Ry. Co.	142, 000
Lehigh Valley R. R. Co.	7, 000, 000
Louisville & Nashville R. R. Co.	2, 000, 000
Macon, Dublin & Savannah R. R. Co.	50, 000

Certificates for advances issued under section 209 (h) of the Transportation Act, 1920—Con.

Name of carrier.	Amount certified.
Maine Central R. R. Co.....	\$2,300,000
Marion & Rye Valley Ry. Co.....	5,250
Maryland, Delaware & Virginia Ry. Co.....	85,000
Maxton, Alma & Southbound R. R. Co.....	3,000
Memphis, Dallas & Gulf R. R. Co.....	90,000
Meridian & Memphis Ry. Co.....	20,000
Midland Ry.....	30,000
Mineral Range R. R. Co.....	70,000
Minneapolis & St. Louis R. R. Co.....	2,150,000
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....	3,135,000
Missouri & North Arkansas R. R. Co.....	700,000
Missouri, Kansas & Texas Ry. Co.....	300,000
Missouri, Kansas & Texas Ry. Co. of Texas.....	2,870,000
Missouri Pacific R. R. Co.....	9,483,000
Mobile & Ohio R. R. Co.....	950,000
Monson R. R. Co.....	3,000
Mount Jewett, Kinzua & Riterville R. R. Co.....	9,000
Muscatine, Burlington & Southern R. R. Co.....	46,000
Nashville, Chattanooga & St. Louis Ry.....	1,200,000
Nevada Copper Belt R. R. Co.....	30,000
New Orleans, Texas & Mexico Ry. Co.....	500,000
New York, New Haven & Hartford R. R. Co.....	11,817,200
New York, Philadelphia & Norfolk R. R. Co.....	256,000
New York, Susquehanna & Western R. R. Co.....	550,000
Norfolk & Portsmouth Belt Line R. R. Co.....	30,000
Norfolk & Western Ry. Co.....	6,000,000
Norfolk Southern R. R. Co.....	700,000
Northern Pacific Ry. Co.....	5,000,000
Ocala Southern R. R. Co.....	8,000
Paris & Mount Pleasant R. R. Co.....	50,000
Pennsylvania R. R. Co.....	53,000,000
Peoria & Pekin Union Ry. Co.....	245,500
Philadelphia & Reading Ry. Co.....	5,500,000
Pittsburgh & West Virginia Ry. Co.....	175,000
Pittsburgh, Cincinnati, Chicago & St. Louis R. R. Co.....	6,100,000
Randolph & Cumberland Ry. Co.....	15,000
Rapid City, Black Hills & Western R. R. Co.....	15,000
Rutland R. R. Co.....	375,000
St. Joseph & Grand Island Ry. Co.....	220,000
St. Louis-San Francisco Ry. Co.....	3,000,000
San Antonio, Uvalde & Gulf R. R. Co.....	45,000
Seaboard Air Line Ry. Co.....	6,525,000
Shearwood Ry. Co.....	2,500
Spokane, Portland & Seattle Ry.....	200,000
Terminal R. R. Association of St. Louis.....	1,140,000
Trinity & Brazos Valley Ry. Co.....	280,000
Union Stock Yards Co. of Omaha.....	65,000
Virginia Southern R. R. Co.....	4,500
Wabash Ry. Co.....	5,077,000
Waterloo, Cedar Falls & Northern Ry. Co.....	85,000
Western Maryland Ry. Co.....	1,000,000
Wheeling & Lake Erie Ry. Co.....	500,000
Wichita Falls & Northwestern Ry. Co.....	287,800
Wichita Northwestern Ry. Co.....	35,000
Wilkes-Barre & Eastern R. R. Co.....	140,000
Winston-Salem Southbound Ry. Co.....	100,000
Total amount certified.....	263,935,874

Number of carriers applying, 144; number of applications filed, 244.

**CERTIFICATES FOR PARTIAL PAYMENTS ISSUED UNDER SECTION 209 (g),
AS AMENDED BY SECTION 212, OF THE TRANSPORTATION ACT, 1920.**

Name of carrier.	Amount certified.
Alabama Central Ry.	\$3,000.00
Alabama, Tennessee & Northern Ry.	62,500.00
American Railway Express Co.	8,375,000.00
Apalachicola Northern R. R. Co.	6,000.00
Arizona & New Mexico Ry. Co.	150,000.00
Arizona Eastern R. R. Co.	390,000.00
Atchison, Topeka & Santa Fe Ry. Co.	5,425,000.00
Atlanta, Birmingham & Atlantic Ry. Co.	90,000.00
Atlantic & St. Lawrence R. R. Co.	425,000.00
Atlantic Coast Line R. R. Co.	2,400,000.00
Baltimore & Ohio R. R. Co.	6,400,000.00
Baltimore & Ohio Chicago Terminal R. R. Co.	735,000.00
Bangor & Aroostook R. R. Co.	60,000.00
Bartlett Western Ry.	7,500.00
Bath & Hammondsport R. R. Co.	9,000.00
Bennettsville & Cheraw R. R. Co.	10,000.00
Big Fork & International Falls Ry. Co.	25,000.00
Birmingham & Southeastern Ry. Co.	12,000.00
Boston & Maine R. R.	6,500,000.00
Boyne City, Gaylord & Alpena R. R. Co.	12,500.00
Brownswood North & South Ry. Co.	5,500.00
Buffalo & Susquehanna R. R. Corporation	100,000.00
Buffalo, Rochester & Pittsburgh Ry. Co.	232,500.00
Carolina & Northwestern Ry. Co.	59,500.00
Central Indiana Ry. Co.	80,000.00
Central New York Southern R. R. Corporation	33,000.00
Central of Georgia Ry. Co.	475,000.00
Central Vermont Ry. Co.	100,000.00
Champlain Transportation Co.	7,500.00
Charleston & Western Carolina Ry. Co.	260,000.00
Charleston Terminal Co.	50,000.00
Chesapeake & Ohio Ry. Co.	600,000.00
Chicago & Alton R. R. Co.	1,020,000.00
Chicago & Erie R. R. Co.	336,500.00
Chicago & North Western Ry. Co.	12,800,000.00
Chicago, Burlington & Quincy R. R. Co.	7,650,000.00
Chicago, Detroit & Canada Grand Trunk Junction R. R. Co.	55,000.00
Chicago Great Western R. R. Co.	1,485,000.00
Chicago, Indianapolis & Louisville Ry. Co.	775,000.00
Chicago Junction Ry. Co.	250,000.00
Chicago, Milwaukee & St. Paul Ry. Co.	8,137,190.05
Chicago, Peoria & St. Louis R. R. Co.	170,000.00
Chicago, Rock Island & Pacific Ry. Co.	6,000,000.00
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,192,000.00
Chicago, Terre Haute & Southeastern Ry. Co.	49,000.00
Chicago Tunnel Co.	14,500.00
Chicago, West Pullman & Southern R. R. Co.	22,000.00
Cincinnati, Indianapolis & Western R. R. Co.	230,000.00
Cincinnati, Lebanon & Northern Ry. Co.	150,000.00
Cincinnati, Saginaw & Mackinaw R. R. Co.	90,000.00
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.	470,000.00
Colorado & Southern Ry. Co.	340,000.00
Cooperstown & Charlotte Valley R. R. Co.	15,000.00
Copper Range R. R. Co.	150,000.00
Cumberland & Pennsylvania R. R. Co.	60,000.00
Deering Southwestern Ry.	4,000.00
Delaware & Hudson Co.	500,000.00
Delaware, Lackawanna & Western R. R. Co.	2,000,000.00
Denison & Pacific Suburban Ry. Co.	17,700.00
Denver & Rio Grande R. R. Co.	937,500.00
Detroit & Huron Ry. Co.	7,500.00
Detroit & Mackinaw Ry. Co.	55,000.00
Detroit, Bay City & Western R. R. Co.	4,500.00
Detroit, Grand Haven & Milwaukee Ry. Co.	580,000.00
Detroit, Toledo & Ironton R. R. Co.	225,000.00
Erie R. R. Co.	1,000,000.00
Fernwood & Gulf R. R. Co.	24,000.00
Flint River & Northeastern R. R. Co.	4,000.00
Fort Worth & Rio Grande Ry. Co.	210,000.00
Fort Worth Belt Ry. Co.	12,500.00
Frankfort & Cincinnati Ry. Co.	12,500.00
Franklin & Pittsylvania R. R. Co.	3,000.00
Gainesville & Northwestern R. R. Co.	7,000.00
Gainesville Midland Ry.	25,000.00
Galveston, Harrisburg & San Antonio Ry. Co.	150,000.00
Galveston Wharf Co.	139,000.00
Georgia R. R. (Lessee Organization)	414,000.00
Georgia & Florida Ry.	15,000.00
Georgia, Florida & Alabama Ry. Co.	40,000.00

Certificates for partial payments issued under section 209 (g), as amended by section 212, of the Transportation Act, 1920—Continued.

Name of carrier.	Amount certified.
Georgia Northern Ry. Co.	\$5,500.00
Georgia Southern & Florida Ry. Co.	130,000.00
Grand Canyon Ry. Co.	9,500.00
Grand Rapids & Indiana Ry. Co.	780,000.00
Grand Trunk Western Ry. Co.	1,000,000.00
Great Northern Ry. Co.	6,000,000.00
Greenwich & Johnsonville Ry. Co.	6,000.00
Gulf & Ship Island R. R. Co.	20,000.00
Gulf, Colorado & Santa Fe Ry. Co.	1,575,000.00
Gulf, Florida & Alabama Ry. Co.	12,000.00
Gulf, Mobile & Northern R. R. Co.	200,000.00
Gulf, Texas & Western Ry. Co.	20,000.00
Hawkinsville & Florida Southern Ry. Co.	10,000.00
Houston & Brazos Valley Ry. Co.	15,500.00
Houston & Texas Central R. R. Co.	900,000.00
Houston East & West Texas Ry. Co.	145,000.00
Huntingdon & Broad Top Mountain R. R. & Coal Co.	122,285.00
Illinois Central R. R. Co.	4,376,000.00
Illinois Northern Ry.	35,000.00
Indiana Harbor Belt R. R. Co.	900,000.00
International & Great Northern Ry. Co.	260,000.00
Kanawha & Michigan Ry. Co.	103,000.00
Kansas City, Clinton & Springfield Ry. Co.	55,000.00
Kansas, Oklahoma & Gulf Ry. Co.	120,000.00
Kinston Carolina R. R. Co.	1,500.00
Lake Charles & Northern R. R. Co.	21,000.00
Lake Erie & Western R. R. Co.	360,000.00
Leavenworth Terminal Ry. & Bridge Co.	18,000.00
Lehigh & Hudson River Ry. Co.	200,000.00
Lewiston & Auburn R. R. Co.	22,000.00
Live Oak, Perry & Gulf R. R. Co.	22,000.00
Long Island R. R. Co.	450,000.00
Louisville & Nashville R. R. Co.	4,750,000.00
Louisville & Wadley R. R. Co.	6,500.00
Louisville Bridge & Terminal Ry. Co.	150,000.00
Louisville, Henderson & St. Louis Ry. Co.	175,000.00
Maine Central R. R. Co.	300,000.00
Manistique & Lake Superior R. R. Co.	33,000.00
Maryland & Pennsylvania R. R. Co.	75,000.00
Marion & Rye Valley Ry. Co.	8,800.00
Memphis, Dallas & Gulf R. R. Co.	6,000.00
Meridian & Memphis Ry. Co.	9,000.00
Michigan Air Line Ry.	30,000.00
Michigan Central R. R. Co.	910,000.00
Middletown & Unionville R. R. Co.	3,500.00
Midland Valley R. R. Co.	63,000.00
Mineral Point & Northern Ry. Co.	6,500.00
Minneapolis & St. Louis R. R. Co.	490,000.00
Minneapolis Eastern Ry. Co.	17,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	1,400,000.00
Minnesota & International Ry. Co.	150,000.00
Mississippi Central R. R. Co.	245,000.00
Mississippi Eastern Ry. Co.	8,500.00
Missouri & North Arkansas R. R. Co.	49,500.00
Missouri Pacific R. R. Co.	3,100,000.00
Mobile & Ohio R. R. Co.	375,000.00
Montana Western Ry. Co.	3,000.00
Montpelier & Wells River R. R.	64,500.00
Morgan's, Louisiana & Texas R. R. & S. S. Co.	85,000.00
Mount Hope Mineral R. R. Co.	4,000.00
Nashville, Chattanooga & St. Louis Ry.	150,000.00
New Orleans Great Northern R. R. Co.	235,500.00
New York & Pennsylvania Ry. Co.	15,000.00
New York Central R. R. Co.	20,000,000.00
New York Dock Ry.	50,000.00
New York, Ontario & Western Ry. Co.	600,000.00
New York, Philadelphia & Norfolk R. R. Co.	300,000.00
New York, Susquehanna & Western R. R. Co.	205,000.00
Nezperce & Idaho R. R. Co.	6,000.00
Norfolk & Western Ry. Co.	2,000,000.00
Northern Alabama Ry. Co.	80,000.00
Northern Pacific Ry. Co.	7,000,000.00
Ocala Southern R. R. Co.	15,000.00
Ohio River & Western Ry. Co.	70,000.00
Oregon Electric Ry. Co.	180,000.00
Oregon Trunk Ry.	40,000.00
Pacific Coast R. R. Co.	30,000.00
Panhandle & Santa Fe Ry. Co.	550,000.00
Paris & Great Northern R. R. Co.	27,500.00
Paris & Mount Pleasant R. R. Co.	25,000.00

Certificates for partial payments issued under section 209 (g), as amended by section 212, of the Transportation Act, 1920—Continued.

Name of carrier.	Amount certified.
Peu Yan & Lake Shore Ry.	\$2,000.00
Peoria & Pekin Union Ry. Co.	55,000.00
Peoria Ry. Terminal Co.	87,000.00
Philadelphia & Reading Ry. Co.	2,350,000.00
Pittsburgh & Lake Erie R. R. Co.	3,000,000.00
Pittsburgh, Cincinnati, Chicago & St. Louis R. R. Co.	4,000,000.00
Pontiac, Oxford & Northern R. R. Co.	110,000.00
Quannah, Acme & Pacific Ry. Co.	55,000.00
Railway Transfer Co. of the City of Minneapolis.	65,000.00
Raritan River R. R. Co.	80,000.00
Rio Grande, El Paso & Santa Fe R. R. Co.	40,000.00
Rio Grande Southern R. R. Co.	115,000.00
Rockingham R. R. Co.	8,000.00
Rutland R. R. Co.	225,000.00
St. Johnsbury & Lake Champlain R. R. Co.	70,000.00
St. Joseph & Grand Island Ry. Co.	195,000.00
St. Joseph Belt Ry. Co.	62,500.00
St. Louis-San Francisco Ry. Co.	1,530,000.00
St. Louis, San Francisco & Texas Ry. Co.	200,000.00
St. Paul Bridge & Terminal Ry. Co.	74,500.00
San Antonio & Aransas Pass Ry. Co.	475,000.00
San Antonio, Uvalde & Gulf R. R. Co.	65,000.00
Sandy River & Rangeley Lakes R. R.	10,000.00
Savannah & Statesboro Ry. Co.	4,000.00
Shearwood Ry. Co.	2,000.00
Southern Pacific Co.	4,200,000.00
Spokane, Portland & Seattle Ry. Co.	250,000.00
Sullivan County R. R.	17,000.00
Susquehanna & New York R. R. Co.	50,000.00
Sylvania Central Ry. Co.	10,000.00
Tennessee Central R. R. Co.	235,000.00
Terminal R. R. Association of St. Louis.	275,000.00
Texas & Pacific Ry. Co.	1,245,000.00
Texas Midland R. R.	100,000.00
Texas Short Line Ry. Co.	6,000.00
Toledo & Ohio Central Ry. Co.	105,000.00
Toledo, Peoria & Western Ry. Co.	175,000.00
Toledo, Saginaw & Muskegon Ry. Co.	75,000.00
Tonopah & Goldfield R. R. Co.	80,000.00
Trans-Mississippi Terminal R. R. Co.	165,000.00
Trinity & Brazos Valley Ry. Co.	35,000.00
Trinity Valley Southern R. R. Co.	1,500.00
Ulster & Delaware R. R. Co.	244,800.00
Vermont Valley R. R.	45,000.00
Virginia Southern R. R. Co.	2,000.00
Wabash Ry. Co.	1,500,000.00
Wadley Southern Ry. Co.	50,000.00
Waupaca-Green Bay Ry.	4,000.00
Western Allegheny R. R. Co.	45,000.00
Western Maryland Ry. Co.	400,000.00
Wheeling & Lake Erie Ry. Co.	455,000.00
Wichita Valley Ry. Co.	14,500.00
Winston-Salem Southbound Ry. Co.	10,000.00
Wisconsin & Northern R. R. Co.	27,500.00
Wrightsville & Tennille R. R. Co.	75,000.00
York Harbor & Beach R. R. Co.	15,000.00
Total certified.	165,862,775.00

Number of carriers filing requests, 340; number of requests filed, 447.

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**CERTIFICATES FOR PARTIAL PAYMENTS ISSUED UNDER SECTION 204,
AS AMENDED BY SECTION 212, OF THE TRANSPORTATION ACT, 1920.**

Name of carrier.	Amount certified.
Alabama Northern Ry. Co.	\$3,000.00
Angelina & Neches River R. R. Co.	30,000.00
Apalachicola Northern R. R. Co.	50,000.00
Bartlett Western Ry.	17,546.73
Bonlee & Western Ry. Co.	500.00
Bristol R. R. Co.	3,000.00
Brownstone & Middletown R. R. Co.	2,000.00
Bullfrog-Goldfield R. R. Co.	30,000.00
Butler County R. R. Co.	50,000.00
Carolina & Yadkin River Ry. Co.	16,500.00
Chicago, Palatine & Wauconda R. R. Co.	9,000.00
Electric Short Line Ry. Co.	46,708.25
Frankfort & Cincinnati Ry. Co.	5,600.00
Franklin & Pittsylvania R. R. Co.	21,751.06
Gainesville & Northwestern R. R. Co.	7,100.34
Georgia Coast & Piedmont R. R. Co.	40,000.00
Georgia, Florida & Alabama Ry. Co.	25,000.00
Gulf, Florida & Alabama Ry. Co.	370,000.00
Jefferson & Northwestern Ry. Co.	60,000.00
Kansas, Oklahoma & Gulf Ry. Co.	100,000.00
Kentwood & Eastern Ry. Co.	64,000.00
Knoxville, Sevierville & Eastern Ry. Co.	31,000.00
Liberty White R. R. Co.	2,500.00
Lorain & Southern R. R. Co.	5,187.38
Lorana R. R. Co.	5,700.00
Louisiana Ry. & Nav. Co.	300,000.00
Lufkin, Hemphill & Gulf Ry. Co.	50,000.00
Midland Ry.	98,769.67
Mineral Point and Northern Ry. Co.	50,000.00
Montana Western Ry. Co.	23,501.20
Moshassuck Valley R. R. Co.	25,000.00
Mount Jewett, Kinzua & Rittersville R. R. Co.	16,000.00
Nevada-California-Oregon Ry.	45,189.21
New Mexico Central Ry. Co.	60,699.52
New York Dock Ry.	64,000.00
Ocala Southern R. R. Co.	26,279.10
Paris & Mount Pleasant R. R. Co.	80,000.00
Pen Yan & Lake Shore Ry.	15,000.00
Pickens R. R. Co.	11,000.00
Pittsburg, Shawmut & Northern R. R. Co.	200,000.00
Randolph & Cumberland Ry. Co.	23,214.06
Shearwood Ry. Co.	9,540.33
Texas State R. R.	16,000.00
Ursina & North Fork Ry. Co.	20,000.00
White Sulphur & Huntersville R. R. Co.	14,000.00
Wisconsin & Michigan Ry. Co.	33,364.56
Total certified.	2,177,651.41

**CERTIFICATES ISSUED IN FINAL SETTLEMENT UNDER SECTION 204 OF
THE TRANSPORTATION ACT, 1920.**

Name of carrier.	Amount certified.
Alabama & Mississippi R. R. Co.	\$60,295.21
Atlanta & St. Andrews Bay Ry. Co.	103,452.76
Cairo, Truman & Southern R. R. Co.	38,157.71
Dayton, Toledo & Chicago Ry. Co.	127,313.36
Deering Southwestern Ry.	40,221.61
Electric Short Line Ry. Co.	871.05
Ettrick & Northern R. R. Co.	11,410.94
Fort Smith, Subiaco & Rock Island R. R. Co.	8,166.45
Fourche River Valley & Indian Territory Ry. Co.	73,332.16
Gulf, Florida & Alabama Ry. Co.	72,507.96
Liberty White R. R. Co.	16,118.15
Little Cottonwood Transportation Co.	39,073.32
Middle Tennessee R. R. Co.	41,892.92
Monson R. R. Co.	11,623.92
New Mexico Central Ry. Co.	133,979.07
Nezperce & Idaho R. R. Co.	21,109.43
Shearwood Ry. Co.	1,758.28
South Manchester R. R. Co.	16,353.02
Tennessee, Alabama & Georgia R. R. Co.	59,950.17
Western Allegheny R. R. Co.	114,941.96
Total certified.	992,529.48

LOANS CERTIFIED BY THE COMMISSION TO THE SECRETARY OF THE TREASURY UNDER SECTION 210 OF THE TRANSPORTATION ACT, 1920, AS AMENDED, AND STATUS OF THE REVOLVING FUND CREATED BY SAID SECTION.

Name of carrier.	Amount certified.
Akron, Canton & Youngstown Ry. Co.	\$212,000
Alabama & Vicksburg Ry. Co.	1,391,000
Alabama, Tennessee & Northern R. R. Corporation.	90,000
Ann Arbor R. R. Co.	650,000
Aransas Harbor Terminal Ry.	50,000
Atlanta, Birmingham & Atlantic Ry. Co.	200,000
Baltimore & Ohio R. R. Co.	8,200,000
Bangor & Aroostook R. R. Co.	253,100
Boston & Maine R. R.	14,705,179
Buffalo, Rochester & Pittsburgh Ry. Co.	1,000,000
Cambria & Indiana R. R. Co.	250,000
Carolina, Clinchfield & Ohio Ry.	3,000,000
Central New England Ry. Co.	300,000
Central of Georgia Ry. Co.	237,900
Central Vermont Ry. Co.	65,000
Charles City Western Ry. Co.	140,000
Chesapeake & Ohio Ry. Co.	9,079,000
Chicago & Western Indiana R. R. Co.	8,000,000
Chicago Great Western R. R. Co.	2,445,373
Chicago, Indianapolis & Louisville Ry. Co.	315,000
Chicago, Milwaukee & St. Paul Ry. Co.	35,340,000
Chicago, Rock Island & Pacific Ry. Co.	11,430,000
Cumberland & Manchester R. R. Co.	375,000
Eric Railroad Co.	11,574,450
Evansville, Indianapolis & Terre Haute Ry. Co.	400,000
Fernwood, Columbia & Gulf R. R. Co.	33,000
Flemingsburg & Northern R. R. Co.	7,250
Fort Dodge, Des Moines & Southern R. R. Co.	200,000
Fort Smith & Western R. R. Co.	156,000
Georgia & Florida Ry.	800,000
Great Northern Ry. Co.	33,496,000
Greene County R. R. Co.	60,000
Gulf, Mobile & Northern R. R. Co.	515,000
Hocking Valley Ry. Co.	1,665,000
Illinois Central R. R. Co.	4,440,000
Indiana Harbor Belt R. R. Co.	579,000
Inter-Urban Ry. Co.	633,500
International & Great Northern Ry. Co.	194,300
Kansas City, Mexico & Orient R. R. Co.	2,500,000
Kansas City Terminal Ry. Co.	580,000
Lake Erie, Franklin & Clarion R. R. Co.	25,000
Long Island R. R. Co.	719,000
Louisville & Jeffersonville Bridge & R. R. Co.	162,000
Maine Central R. R. Co.	2,373,000
Minneapolis & St. Louis R. R. Co.	1,768,190
Missouri, Kansas & Texas Ry. Co. of Texas.	450,000
Missouri Pacific R. R. Co.	10,071,860
New Orleans, Texas & Mexico Ry. Co.	1,160,000
New York Central R. R. Co.	26,775,000
New York, New Haven & Hartford R. R. Co.	17,630,000
Norfolk Southern R. R. Co.	311,000
Northern Pacific Ry. Co.	6,000,000
Pennsylvania Railroad Co.	12,480,000
Peoria & Pekin Union Ry. Co.	1,799,000
Rutland R. R. Co.	61,000
Salt Lake & Utah R. R. Co.	1,008,000
Seaboard Air Line Ry. Co.	8,698,000
Shearwood Ry. Co.	29,000
Tampa Northern R. R. Co.	100,000
Terminal R. R. Association of St. Louis.	896,925
Toledo, St. Louis & Western R. R. Co.	692,000
Trans-Mississippi Terminal R. R. Co.	1,000,000
Virginia Blue Ridge Ry. Co.	106,000
Virginia Southern R. R. Co.	38,000
Virginian Ry. Co.	2,000,000
Waterloo, Cedar Falls & Northern Ry. Co.	1,358,000
Western Maryland Ry. Co.	3,422,800
Wheeling & Lake Erie Ry. Co.	6,264,000
Wichita Northwestern Ry. Co.	381,750
Wilmington, Brunswick & Southern R. R. Co.	90,000
Total loans certified	263,407,717

STATUS OF REVOLVING FUND.

Appropriation.....	\$300,000,000
Accrued interest and repayments to October 1, 1921 (approximate).....	27,525,000
Total.....	327,525,000
Tentatively reserved for claims, judgments, etc., arising out of Federal control.....	40,000,000
Balance available for loans.....	287,525,000
Total loans certified.....	263,407,717
Uncertified balance.....	24,117,283
Tentative approvals and commitments.....	14,013,500
Unencumbered balance.....	10,103,783

APPENDIX H.

ORDER RELATING TO AUTHORIZATION OF
INTERLOCKING DIRECTORATES.

ORDER.

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 11th day of October, A. D. 1921.

Whereas paragraph (1), section 20a, of the interstate commerce act is as follows:

(1) "That as used in this section the term 'carrier' means a common carrier by railroad (except a street, suburban, or interurban electric railway which is not operated as a part of a general steam railroad system of transportation) which is subject to this act, or any corporation organized for the purpose of engaging in transportation by railroad subject to this act."

And whereas the first sentence of paragraph (12), section 20a of said act is as follows:

(12) "After December 31, 1921, it shall be unlawful for any person to hold the position of officer or director of more than one carrier, unless such holding shall have been authorized by order of the Commission, upon due showing in form and manner prescribed by the Commission, that neither public nor private interests will be adversely affected thereby."

It is ordered, That the following regulations be, and they are hereby, prescribed to be effective forthwith and until the further order of the Commission, viz:

1. The term "carrier" as used in these regulations has the meaning defined in said paragraph (1).

2. The Commission interprets the first sentence of said paragraph (12) as covering any person, authorized by a carrier, as defined in said paragraph (1), to perform, temporarily or otherwise, the duties, or any of the duties, ordinarily performed by a director, president, vice president, secretary, treasurer, general counsel, general solicitor, general attorney, comptroller, general auditor, general manager, freight traffic manager, passenger traffic manager, chief engineer, general superintendent, general land and tax agent, or chief purchasing agent of the carrier.

3. Applications for orders of authorization under the first sentence of said paragraph (12) may be made by any interested carrier or by any person on his own behalf.

4. An application made by such a carrier may include a request for authorization as to more than one person, but such application must give the same information as to each person as if it referred to that person alone.

5. Each application shall state, as to each carrier, whether it is (a) an operating carrier, or (b) a lessor company, or (c) any other corporation organized for the purpose of engaging in transportation by railroad subject to the act.

6. In case any position covered by an application is with a carrier which has not made an annual report to the Commission, a full statement of pertinent facts relative to such carrier and its line of railroad shall be given.

7. Each application shall state fully the reasons why the granting of the authority sought will not affect adversely either public or private interests.

8. Each application shall give full information as to the relationship, operating, financial, competitive, or otherwise, existing between the carriers covered by the requested authorization.

9. Each application shall specify as to each person for whom authority is sought the carriers covered by the requested authorization in which that person is the holder of shares of stock or bonds, or both.

In addition to the information so furnished in the application, there shall be furnished, when and as requested by the Commission, information regarding the financial interests, if any, and the nature and extent thereof, of each person for whom authority is sought in each of the carriers covered by the requested authorization and in any other corporation, copartnership, association, business, enterprise or venture, in so far as pertinent.

10. The application shall show whether or not any other application for authority has been made on behalf of any person or persons mentioned in the application, and, if so, give reference to the date of such other application, by whom made, and the action, if any, taken thereon.

11. The application shall show the positions held on the date thereof with the carriers covered by the requested authorization.

12. The original application and six copies thereof shall be filed with the secretary of the Commission at its office in Washington, D. C. The original shall be signed by the applicant or, in case of a corporation, by one of its officers authorized to sign on its behalf, and shall be verified under oath. Each copy shall bear the dates and signatures that appear on the original and shall be complete in itself, but the signatures

in the copy may be stamped or typed and the notarial seal may be omitted. The application shall be submitted in typewritten or printed form, on paper approximately 8½ by 11 inches in size, with a margin of 1½ inches at the left for binding.

13. The form of the oath, or verification, required herein shall be substantially as follows:

A. APPLICATION BY CARRIER.

STATE OF
County of, ss.
..... makes oath and says that he is the
..... of the; that he has
(title)
carefully examined all of the statements contained in the foregoing application; that they are true and correct to the best of his knowledge and belief; and that the said application is made with the approval and at the direction of the
..... of said applicant, as
(stockholders, board of directors, or duly authorized committee.)
appears by the minutes of a meeting of said held at
..... on the day of, 192..,
and that he has been authorized by said
to sign said application.

.....
(Signature of affiant.)

Subscribed and sworn to before me, a in and for
the State and county above named, this day of,
192..

[SEAL.]

My commission expires.....

B. APPLICATION BY INDIVIDUAL.

STATE OF
County of, ss.
..... makes oath and says that all of the
statements contained in the foregoing application are true and correct to the best of
his knowledge and belief.

.....
(Signature of applicant.)

Subscribed and sworn to before me, a in and for the
State and county above named, this day of, 192..

[SEAL.]

My commission expires.....

It is further ordered, That a copy of this order be served upon each common carrier by railroad subject to the interstate commerce act, and that notice of this order and of each application thereunder be given to the general public by depositing a copy hereof in the office of the secretary of the Commission in Washington, D. C.

By the Commission.

[SEAL.]

GEORGE B. MCGINTY,
Secretary.

PART II.

STATEMENT OF APPROPRIATIONS AND EXPENDITURES
AND OF PERSONS EMPLOYED BY THE INTERSTATE
COMMERCE COMMISSION FOR THE FISCAL YEAR 1921.

STATEMENT OF APPROPRIATIONS AND EXPENDITURES AND OF PERSONS EMPLOYED BY THE COMMISSION FOR THE FISCAL YEAR ENDED JUNE 30, 1921.

Sundry civil act June 5, 1920:		
For salaries of commissioners.....	\$132,000.00	
For salary of secretary.....	7,500.00	
	<u>\$139,500.00</u>	
Public resolution No. 18, June 16, 1921—1920-21 appropriation, for relief of Henry Jones Ford, as commissioner from June 11, 1920, to March 4, 1921...	8,800.00	\$148,300.00
Sundry civil act June 5, 1920—For all other authorized expenditures necessary in the execution of laws to regulate commerce:		
General.....	1,600,000.00	
Deficiency act of March 1, 1921.....	500,000.00	2,100,000.00
Sundry civil act June 5, 1920—To further enable the Interstate Commerce Commission to enforce compliance with Section 20 of the act to regulate commerce as amended by the acts approved June 29, 1906, including the employment of necessary special agents or examiners...		600,000.00
Sundry civil act June 5, 1920—To enable the Interstate Commerce Commission to keep informed regarding compliance with acts to promote the safety of employees and travelers upon railroads, investigation and testing of block-signal and train-control systems, and the investigation of hours of service, including the employment of inspectors:		
Safety.....	\$313,600.00	
Deficiency act of March 1, 1921.....	22,400.00	336,000.00
Sundry civil act June 5, 1920—For the payment of all authorized expenditures under the provisions of the act of February 17, 1911, "To promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their locomotives with safe and suitable boilers and appurtenances thereto":		
Locomotive inspection.....	290,000.00	
Deficiency act of March 1, 1921.....	10,000.00	300,000.00
Sundry civil act June 5, 1920—To enable the Interstate Commerce Commission to carry out the objects of the act approved March 1, 1913, providing for the valuation of the several classes of property of carriers:		
Valuation.....	1,750,000.00	
Joint resolution, February 15, 1921.....	1,000,000.00	2,750,000.00
Legislative, executive, and judicial act May 29, 1920—Increase of compensation, Interstate Commerce Commission.....		357,442.81
Total.....		<u>6,591,742.81</u>
Amounts expended under appropriations for the fiscal year ended June 30, 1921:		
As salaries to commissioners and secretary.....	\$116,100.00	
For relief of Henry Jones Ford, as commissioner from June 11, 1920 to March 4, 1921.....	8,800.00	
	<u>\$124,900.00</u>	
All other authorized expenditures from general appropriation.....	1,876,293.43	
Examination of accounts, act approved June 29, 1906.....	480,006.51	
Safety appliance, block signal and hours of service.....	331,442.24	
Locomotive inspection.....	294,973.10	
Valuation.....	2,728,653.45	
Increase of compensation.....	357,442.81	6,193,714.54
Unexpended balance of appropriations:		
As salaries to commissioners.....	23,400.00	
All other authorized expenditures from general appropriation.....	223,706.57	
Examination of accounts.....	119,993.49	
Safety appliance, block signal, and hours of service.....	4,557.76	
Locomotive inspection.....	5,026.90	
Valuation.....	21,343.55	398,028.27
Total.....		<u>6,591,742.81</u>

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1921.

	Regular compensation.	Increase of compensation.	Total compensation.
Salaries of commissioners and secretary.....			\$116,100.00
Salary of Henry Jones Ford as commissioner from June 11, 1920, to Mar. 4, 1921, appropriated June 16, 1921.....			8,800.00
GENERAL.			
Patrick J. Farrell, of Vermont, chief counsel, 1 year at \$10,000..	\$10,000.00		\$10,000.00
W. V. Hardie, of Oklahoma, director of traffic, 1 year at \$10,000.	10,000.00		10,000.00
W. A. Colston, of Kentucky, director of finance, 1 year at \$10,000.....	10,000.00		10,000.00
F. G. Robbins, of Illinois, director of service, 1 year at \$10,000..	10,000.00		10,000.00
Robert E. Quirk, of Illinois, assistant director of service, 3 months 15 days at \$7,500; chief examiner, 8 months 15 days at \$7,500.....	7,500.00		7,500.00
Wilbur Laro, jr., of District of Columbia, chief examiner, 3 months 15 days at \$7,500.....	2,187.50		2,187.50
Max O. Lorenz, of Wisconsin, director of statistics, 1 year at \$7,500.....	7,500.00		7,500.00
E. H. De Groot, jr., of Illinois, assistant director of service, 1 year at \$7,500.....	7,500.00		7,500.00
John C. Roth, of Washington, assistant director of service, 1 year at \$6,500.....	6,500.00		6,500.00
Myron A. Pattison, of Colorado, attorney-examiner, 1 year at \$6,000.....	6,000.00		6,000.00
Charles F. Gerry, of Maryland, attorney-examiner, 1 year at \$6,000.....	6,000.00		6,000.00
William A. Disque, of Kentucky, attorney-examiner, 1 year at \$6,000.....	6,000.00		6,000.00
Arthur R. Mackley, of Ohio, attorney-examiner, 11 months 27½ days at \$6,000.....	5,954.16		5,954.16
John J. Hickey, of New York, chairman board of referees, 10 months at \$5,000; chief of bureau and attorney, 2 months at \$6,000.....	5,166.66		5,166.66
Charles V. Burnside, of Minnesota, accountant and statistical assistant, 15 days at \$5,000, 11 months 15 days at \$6,000.....	5,958.33		5,958.33
Guy J. Bunting, of Illinois, accountant and statistical assistant, 7 months 15 days at \$6,000.....	3,750.00		3,750.00
Seeley Dunn, of Louisiana, assistant director of statistics, 9 months at \$6,000.....	4,500.00		4,500.00
William V. King, of Texas, accountant and statistical assistant, 15 days at \$5,000, 3 months 9 days at \$6,000.....	1,858.33		1,858.33
Geo. M. Crosland, of South Carolina, chief of section, 4 months at \$5,000, 8 months at \$5,600.....	5,400.00		5,400.00
Walter R. McFarland, of District of Columbia, assistant counsel, 1 year at \$5,000.....	5,000.00		5,000.00
James Quarles, of Kentucky, member board of referees, 4 months 15 days at \$4,250; assistant counsel, 5 months at \$4,250, 2 months 15 days at \$5,000.....	4,406.25		4,406.25
J. Carter Fort, of District of Columbia, chief of bureau and attorney, 5 months 15 days at \$5,000, 4 months 15 days at \$6,000; assistant chief of bureau and attorney, 2 months at \$5,000.....	5,375.00		5,375.00
Ulysses Butler, of Pennsylvania, attorney-examiner, 3 months 15 days at \$5,000; assistant chief examiner, 8 months 15 days at \$5,000.....	5,000.00		5,000.00
Walter N. Brown, of Rhode Island, attorney-examiner, 1 year at \$5,000.....	5,000.00		5,000.00
William B. Hunter, of California, attorney-examiner, 10 months 3 days at \$5,000.....	4,208.34		4,208.34
Ray W. Clarke, of Wisconsin, attorney-examiner, 10 months 29 days at \$5,000.....	4,569.44		4,569.44
Harleigh H. Hartman, of Illinois, attorney-examiner, 3 months at \$5,000.....	1,249.98		1,249.98
Geo. M. Curtis, of West Virginia, member board of referees, 1 year at \$5,000.....	5,000.00		5,000.00
Frederick E. Brown, of Florida, senior examiner, 4 months 15 days at \$4,200; member board of referees, 7 months 15 days at \$5,000.....	4,700.00		4,700.00
Shelby S. Roberts, of Kentucky, engineering assistant, 1 year at \$5,000.....	5,000.00		5,000.00
Frank C. Smith, of Michigan, chief inspector, 1 year at \$5,000.	5,000.00		5,000.00
Wm. P. Bartel, of Wisconsin, assistant chief examiner, 3 months 15 days at \$5,000; assistant director of service, 8 months 15 days at \$5,000.....	5,000.00		5,000.00
Joseph F. Gray, of Georgia, office assistant, 15 days at \$2,640, 3 months at \$3,900, 8 months 15 days at \$5,000.....	4,626.67	\$4.16	4,630.83
J. Stanley Payne, of Pennsylvania, attorney, 7 months at \$4,000, 4 months 15 days at \$4,500.....	4,020.83		4,020.83

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
R. Granville Curry, of Virginia, assistant chief of bureau and attorney, 5 months 15 days at \$4,200, 4 months 15 days at \$5,000; attorney, 2 months at \$4,500.....	\$4,550.00	.....	\$4,550.00
Frederick H. Barclay, of Wyoming, senior examiner, 1 year at \$4,500.....	4,500.00	.....	4,500.00
James Edgar Smith, of District of Columbia, senior examiner, 1 year at \$4,500.....	4,500.00	.....	4,500.00
G. Heard Mattingly, of District of Columbia, senior examiner, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Fred Henry Esch, of Wisconsin, senior examiner, 4 months at \$4,500.....	1,500.00	.....	1,500.00
Benjamin M. Price, of District of Columbia, temporary examiner, 7 months at \$4,500.....	2,625.00	.....	2,625.00
Joseph C. Colquitt, of Georgia, classification agent, 4 months at \$4,200, 8 months at \$4,500.....	4,400.00	.....	4,400.00
J. A. Emmart, of West Virginia, temporary assistant director of statistics, 2 months 22 days at \$6,000; statistical expert, 8 months 25 days at \$4,200.....	4,458.34	.....	4,458.34
John H. Howell, of District of Columbia, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Richard T. Eddy, of California, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Henry C. Keene, of Oregon, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Edward F. Spethmann, of Nebraska, senior examiner, 10 months 15 days at \$4,200.....	3,675.00	.....	3,675.00
Thomas P. Healy, of New York, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
John B. Keeler, of Connecticut, chief of bureau, 2 months at \$4,200; senior examiner, 10 months at \$4,200.....	4,200.00	.....	4,200.00
Leo J. Flynn, of Iowa, senior examiner, 9 months 19 days at \$4,200.....	3,371.67	.....	3,371.67
F. W. McM. Woodrow, of South Carolina, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
P. C. Hillier, of Florida, senior examiner, 9 months at \$4,200.....	3,150.00	.....	3,150.00
Karl K. Gartner, of Kentucky, senior examiner, 6 months 4 days at \$4,200.....	2,146.67	.....	2,146.67
Clyffe D. Crandall, of Washington, examiner, 10 months at \$4,200.....	3,500.00	.....	3,500.00
Edward Gray, of Virginia, engineer examiner, 11 months 3 days at \$4,200.....	3,885.00	.....	3,885.00
Edmund J. Kates, of Nebraska, engineer examiner, 9 months 23 days at \$4,200.....	3,418.33	.....	3,418.33
John Reed, of Maine, engineer examiner, 2 months at \$4,200.....	700.00	.....	700.00
William Ellis, of New York, temporary examiner, 7 months at \$4,200.....	2,450.00	.....	2,450.00
Richard V. Pitt, of Virginia, special agent, 2 months at \$3,600; assistant to director of traffic, 10 months at \$4,200.....	4,100.00	.....	4,100.00
Lorin C. Nelson, of North Dakota, assistant chief of section, 4 months at \$3,300; assistant to director of traffic, 8 months at \$4,200.....	3,900.00	.....	3,900.00
Alfred Holmead, of District of Columbia, assistant secretary, 1 year at \$4,000.....	4,000.00	.....	4,000.00
Norman B. Haley, of Maine, assistant statistician, 3 months 15 days at \$4,000; financial examiner, 8 months 15 days at \$4,000.....	4,000.00	.....	4,000.00
Jacob H. Moore, of New York, assistant statistician, 1 year at \$4,000.....	4,000.00	.....	4,000.00
Paul O. Carter, of Maryland, senior examiner, 1 year at \$4,000.....	4,000.00	.....	4,000.00
Perrett F. Gault, of South Dakota, senior examiner, 1 month at \$4,000.....	333.33	.....	333.33
Minor S. Jameson, of Massachusetts, engineer examiner, 10 months 22 days at \$4,000.....	3,577.78	.....	3,577.78
Louis A. Abbot, of New York, statistical expert, 8 months 24 days at \$4,000.....	2,933.34	.....	2,933.34
W. Arthur Shelton, of Georgia, statistical expert, 1 month 10 days at \$4,000.....	447.61	.....	447.61
Charles C. Sample, of Ohio, special agent, 5 months 15 days at \$3,300; 6 months 15 days at \$3,900.....	3,625.00	.....	3,625.00
Chas. R. Seal, of Virginia, senior examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Rumsey N. Trezise, of Kansas, senior examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Eugene L. Gaddess, of Virginia, senior examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Henry C. Wilson, of Minnesota, senior examiner, 7 months 8 days at \$3,900.....	2,361.67	.....	2,361.67

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Thomas M. Woodward, of Pennsylvania, senior examiner, 4 months 15 days at \$3,900.....	\$1,462.50		\$1,462.50
Cyril J. Curran, of New York, temporary examiner, 7 months 8 days at \$3,900; examiner, 3 months at \$3,900.....	3,336.67		3,336.67
J. H. Agate, of New York, temporary examiner, 5 months 13½ days at \$3,600; examiner, 3 months at \$3,900.....	2,609.28		2,609.28
T. K. Urdahl, of Pennsylvania, temporary examiner, 3 months at \$3,900.....	975.00		975.00
Edmond Ray, of New York, temporary examiner, 2 months 3 days at \$3,900.....	682.50		682.50
Jack F. Moss, of Mississippi, assistant chief of section, 4 months at \$3,600; 8 months at \$3,900.....	3,800.00		3,800.00
C. A. Rice, of Illinois, temporary statistician, 3 months at \$3,600; statistical analyst, 6 months at \$3,900.....	2,850.00		2,850.03
W. M. Lockwood, of District of Columbia, disbursing clerk, 1 year at \$3,600.....	3,600.00		3,600.00
Frank C. Stratton, of Kansas, chief of section, 1 year at \$3,600.....	3,600.00		3,600.00
Arla Morgan, of Pennsylvania, assistant chief of bureau, 4 months 15 days at \$3,000; chief of bureau, 7 months 15 days at \$3,600.....	3,375.00		3,375.00
Raymond Loran, of Iowa, first assistant chief of section, 1 year at \$3,600.....	3,600.00		3,600.00
Roscoe C. Campbell, of Pennsylvania, assistant statistician, 15 days at \$2,200; 8 months at \$3,000; 3 months 15 days at \$3,600.....	3,142.50	\$10.00	3,152.50
A. L. Boyd, of Colorado, special agent, 5 months 15 days at \$3,000; 6 months 15 days at \$3,600.....	3,325.00		3,325.00
Thomas L. Stevens, of Alabama, special agent, 5 months 15 days at \$3,000; 6 months 15 days at \$3,600.....	3,325.00		3,325.00
Pearson F. Marsh, of Ohio, special agent, 5 months 15 days at \$3,000; 6 months 15 days at \$3,600.....	3,325.00		3,325.00
Harry L. Van Sickler, of West Virginia, special agent, 7 months 27 days at \$3,600.....	2,370.00		2,370.00
Lawrence Satterfield, of Florida, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
Wm. J. Koebel, of Pennsylvania, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
Abram P. Worthington, of Ohio, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
John T. Money, of Virginia, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
Morris W. Knowlton, of Porto Rico, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
Harold J. Wagner, of New York, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
Harris Fleming, of Kentucky, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
James O. Cassidy, of Florida, senior examiner, 1 month at \$2,600.....	300.00		300.00
Henry B. Arnes, of Minnesota, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
Eugene H. Waters, of Maryland, junior examiner, 5 months 15 days at \$3,000; senior examiner, 6 months 15 days at \$3,600.....	3,325.00		3,325.00
Paca Oberlin, of Virginia, senior examiner, 10 months 21 days at \$3,600.....	3,210.00		3,210.00
A. Stuard Young, of District of Columbia, assistant attorney, 3 months 15 days at \$2,280; attorney, 2 months 15 days at \$3,000; 6 months at \$3,600.....	3,090.00	70.00	3,160.00
Oscar D. Weed, of Louisiana, examiner, 6 months 4 days at \$3,600.....	1,840.00		1,840.00
Clarence L. Kaulbeck, of Pennsylvania, examiner, 5 months 20 days at \$3,600.....	1,700.00		1,700.00
Hugh C. Dillon, of Illinois, examiner, 5 months at \$3,600.....	1,500.00		1,500.00
L. R. Yeaman, of Kentucky, temporary examiner, 7 months 15 days at \$3,000; examiner, 3 months at \$3,600.....	2,775.00		2,775.00
Geo. H. Gardier, of Tennessee, examiner, 2 months 26 days at \$3,600.....	860.00		860.00
Ralph O. Berg, of Illinois, temporary examiner, 1 month 7½ days at \$3,600.....	375.00		375.00
Leslie Kerr, of Montana, temporary examiner, 1 month 4 days at \$3,600.....	340.00		340.00
Edw. B. Patterson, of Kentucky, temporary examiner, 5 months 20 days at \$3,600.....	1,700.00		1,700.00
Fred W. Ranno, of California, engineer examiner, 2 months 15 days at \$3,600.....	750.00		750.00
Chas. Henry Quimby, jr., of New York, engineer examiner, 2 months 15 days at \$3,600.....	750.00		750.00
Geo. J. Lyon, of District of Columbia, temporary engineer examiner, 2 months 10 days at \$3,600.....	700.00		700.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regula- compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
J. B. Ford, of Alabama, senior inspector, 11 months at \$3,600.	\$3,300.00		\$3,300.00
Stephen J. Mayhoad, of Missouri, senior inspector, 11 months at \$3,600.	3,300.00		3,300.00
Harry M. Priest, of Missouri, senior inspector, 11 months at \$3,600.	3,300.00		3,300.00
Burton S. Robertson, of Montana, senior inspector, 11 months at \$3,600.	3,300.00		3,300.00
John F. Keane, of New Jersey, express agent, 1 year at \$3,600.	3,600.00		3,600.00
Warren H. Wagner, of Pennsylvania, senior examiner, 1 year at \$3,500.	3,500.00		3,500.00
Thomas A. Gillis, of Pennsylvania, assistant to secretary, 1 year at \$3,300.	3,300.00		3,300.00
Lawrence B. McCord, of Illinois, special agent, 5 months 15 days at \$2,640; 6 months 15 days at \$3,300.	2,997.50	\$45.83	3,043.33
E. W. Stewart, of New York, special agent, 7 months at \$3,300.	1,925.00		1,925.00
Elmer S. Reinoehl, of California, financial examiner, 5 months at \$3,300.	1,375.00		1,375.00
John C. Freeland, of Virginia, financial examiner, 5 months at \$3,300.	1,375.00		1,375.00
R. L. Reyman, of South Dakota, financial examiner, 5 months at \$3,300.	1,375.00		1,375.00
Walter A. Porter, of Illinois, financial examiner, 2 days at \$3,300.	18.33		18.33
Chester E. Stiles, of New Jersey, junior examiner, 6 months at \$2,640; senior examiner, 6 months at \$3,300.	2,970.00	50.00	3,020.00
Charles H. McBride, of District of Columbia, railway mail pay expert, 11 months 8 days at \$3,150.	2,957.50		2,957.50
T. Leo Haden, of District of Columbia, chief clerk and purchasing agent, 1 year at \$3,000.	3,000.00		3,000.00
John B. Switzer, of West Virginia, appointment clerk, 1 year at \$3,000.	3,000.00		3,000.00
Robert I. Lyon, of Nebraska, assistant chief of bureau, 1 year at \$3,000.	3,000.00		3,000.00
Andrew J. Banks, of Ohio, junior examiner, 1 year at \$3,000.	3,000.00		3,000.00
Elmer L. Beach, of Pennsylvania, junior examiner, 1 year at \$3,000.	3,000.00		3,000.00
Frank E. Mullen, of New York, junior examiner, 1 year at \$3,000.	3,000.00		3,000.00
William H. Bonneville, of Idaho, junior examiner, 1 year at \$3,000.	3,000.00		3,000.00
John A. McQuillan, of New York, junior examiner, 1 year at \$3,000.	3,000.00		3,000.00
Charles M. Bardwell, of Minnesota, junior examiner, 6 months at \$2,640; 6 months at \$3,000.	2,820.00	50.00	2,870.00
C. I. Kephart, of Oregon, junior examiner, 10 months 20 days at \$3,000.	2,666.67		2,666.67
Bronson Jewell, of Minnesota, junior examiner, 1 year at \$3,000.	3,000.00		3,000.00
Burton Fuller, of Iowa, junior examiner, 5 months 28 days at \$3,000.	1,483.33		1,483.33
Herbert W. Archer, of New York, junior examiner, 6 months at \$2,640; 6 months at \$3,000.	2,820.00	50.00	2,870.00
Joseph F. Eshelman, of California, private secretary, 1 month at \$3,000; junior examiner, 11 months at \$3,000.	3,000.00		3,000.00
Felix E. Early, of Wyoming, junior examiner, 6 months at \$2,640; 6 months, \$3,000.	2,820.00	50.00	2,870.00
Henry C. Turner, of Florida, junior examiner, 1 year at \$3,000.	3,000.00		3,000.00
Haskell C. Davis, of Illinois, examiner, 3 months at \$3,000.	750.00		750.00
John W. Rawlings, of Tennessee, examiner, 1 year at \$3,000.	3,000.00		3,000.00
Wm. U. Watson, of Iowa, examiner, 3 months 2 days at \$3,000.	766.67		766.67
Charles E. Boles, of Kentucky, examiner, 2 months 20 days at \$3,000.	666.67		666.67
S. R. Chenoweth, of District of Columbia, temporary examiner, 2 months 9 days at \$3,000.	575.00		575.00
S. Leon Levy, of New York, temporary examiner, 3 months at \$3,000; temporary economist, 1 month at \$3,000.	1,000.00		1,000.00
John H. Rudd, of District of Columbia, financial examiner, 5 months at \$3,000.	1,250.00		1,250.00
Jackson C. Vining, of California, financial examiner, 5 months 24 days at \$3,000.	1,200.00		1,200.00
Howard Hosmer, of Illinois, assistant attorney, 5 months 15 days at \$2,640; junior examiner, 6 months 15 days at \$3,000.	2,835.00	45.83	2,880.83
Edward J. Hoy, of Massachusetts, assistant attorney, 4 months 15 days at \$1,800; junior examiner, 7 months 15 days at \$3,000.	2,550.00	90.00	2,640.00
Edgar M. Ebert, of District of Columbia, special agent, 5 months 15 days at \$2,400; 6 months 15 days at \$3,000.	2,725.00	110.00	2,835.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Ralph Brooke Sturm, of Pennsylvania, special agent, 4 months 13½ days at \$3,000	\$1,114.28	.....	\$1,114.23
Walter E. Burleigh, of New Hampshire, assistant statistician, 1 year at \$3,000	3,000.00	.....	3,000.00
Lucius V. Friedli, of Ohio, private secretary, 1 year at \$3,000	3,000.00	.....	3,000.00
Frederick M. Dolan, of Massachusetts, private secretary, 1 year at \$3,000	3,000.00	.....	3,000.00
Raymond W. Stough, of Pennsylvania, private secretary, 15 days at \$2,400, 11 months 15 days at \$3,000	2,975.00	\$10.00	2,985.00
F. B. Livingstone, of Massachusetts, private secretary, 11 months 27 days at \$3,000	2,975.00	.....	2,975.00
Raphael L. Shanafelt, of District of Columbia, private secretary, 15 days at \$2,640, 4 months 15 days at \$3,000; junior examiner 7 months at \$3,000	2,985.00	4.16	2,989.16
George Esch, of Wisconsin, private secretary, 2 months 11 days at \$3,000	591.67	.....	591.67
Lumen H. Macomber, of Washington, private secretary, 1 month at \$3,000	250.00	.....	250.00
W. R. Ward, of Kentucky, senior clerk, 5 months at \$2,640; 7 months at \$3,000	2,850.00	41.61	2,891.61
Richard G. Taylor, of Minnesota, senior clerk, 4 months 15 days at \$2,220; assistant chief of bureau, 7 months 15 days at \$3,000	2,707.50	90.00	2,797.50
Morton T. May, of Ohio, senior clerk, 15 days at \$2,100, 3 months at \$2,340, 5 months 15 days at \$2,640, 3 months at \$3,000	2,632.50	115.84	2,748.34
George A. Casey, of Massachusetts, senior clerk, 15 days at \$1,860, 8 months at \$2,400; assistant statistician, 3 months 15 days at \$3,000	2,552.50	170.00	2,722.50
J. H. Nall, of Georgia, senior clerk, 2 months at \$2,100, 6 months 15 days at \$2,340, 3 months 15 days at \$3,000	2,492.50	170.00	2,662.50
Hugo Oberg, of District of Columbia, senior clerk, 2 months at \$3,000	500.00	.....	500.00
Charles O. Richards, of Illinois, temporary examiner, 1 month 11 days at \$2,940	334.83	.....	334.83
Philip L. Elder, of Illinois, temporary examiner, 1 month 8 days at \$2,940	310.33	.....	310.33
Joseph T. Andrus, of Oregon, financial examiner, 5 months at \$2,700	1,125.00	16.69	1,141.69
H. Tennyson, of District of Columbia, temporary examiner, 1 month 5½ days at \$2,700	264.64	3.93	268.57
Warner L. Howlett, of Illinois, temporary examiner, 2 months 16 days at \$2,700	570.00	8.45	578.45
J. Ward Eicher, of Pennsylvania, cashier, 1 year at \$2,640	2,640.00	100.00	2,740.00
Leonard E. Schellberg, of Hawaii, chief of section, 1 year at \$2,640	2,640.00	100.00	2,740.00
Jno. J. McAuliffe, of District of Columbia, chief of section, 1 year at \$2,640	2,640.00	100.00	2,740.00
Suzane Grace Edson, of Vermont, private secretary, 6 months at \$2,400; chief of section, 6 months at \$2,640	2,520.00	170.00	2,690.00
Andrew C. Wilkins, of Illinois, assistant attorney, 6 months at \$2,280; junior examiner, 6 months at \$2,640	2,460.00	170.00	2,630.00
Charles W. Griffin, of Massachusetts, assistant attorney, 6 months at \$2,280; junior examiner, 6 months at \$2,640	2,460.00	170.00	2,630.00
Robert S. Simons, of South Carolina, assistant attorney, 6 months at \$2,400; junior examiner, 6 months at \$2,640	2,520.00	170.00	2,690.00
Earl M. Steer, of Iowa, assistant attorney, 6 months at \$2,280; junior examiner, 6 months at \$2,640	2,460.00	170.00	2,630.00
Peter C. Paulson, of Minnesota, assistant attorney, 6 months at \$2,280; junior examiner, 6 months at \$2,640	2,460.00	170.00	2,630.00
M. Garcia de Quevedo, of Porto Rico, assistant attorney, 6 months at \$2,280; junior examiner, 6 months at \$2,640	2,460.00	170.00	2,630.00
Irvin L. Koch, of Pennsylvania, chief clerk, 1 month 15 days at \$2,400; 4 months 15 days at \$2,640; junior examiner, 6 months at \$2,640	2,610.00	117.50	2,727.50
Howard C. Faul, of Pennsylvania, senior clerk, 3 months at \$2,100, 3 months at \$2,400; junior examiner, 6 months at \$2,640	2,445.00	170.00	2,615.00
John P. McGrath, of Massachusetts, assistant attorney, 6 months at \$2,280; junior examiner, 6 months at \$2,640	2,460.00	170.00	2,630.00
Fred W. Heid, of Ohio, junior examiner, 2 months at \$2,640	440.00	16.66	456.66
Thomas F. Sullivan, of Massachusetts, attorney, 1 year at \$2,640	2,640.00	100.00	2,740.00
Horace W. Johnson, of Indiana, senior clerk, 4 months 15 days at \$2,100, 1 month 15 days at \$2,220; assistant attorney, 6 months at \$2,220	2,175.00	240.00	2,415.00
Arthur A. Topping, of New York, private secretary, 4 months 15 days at \$2,400, 7 months 15 days at \$2,640	2,550.00	152.50	2,702.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
William A. Powers, of New Jersey, senior clerk, 4 months 15 days at \$2,100; 7 months 15 days at \$2,640.....	\$2,437.50	\$152.50	\$2,590.00
Frank W. White, of Illinois, senior clerk, 1 year at \$2,640....	2,640.00	100.00	2,740.00
Frank A. Law, jr., of Oregon, senior clerk, 3 months 15 days at \$1,980, 2 months 15 days at \$2,280, 6 months at \$2,640....	2,372.50	170.00	2,542.50
Nathan W. Merwin, of Connecticut, accountant, 1 month 15 days at \$2,520.....	315.00	27.48	342.48
David C. Booth, of New York, temporary examiner, 2 months 3 days at \$2,520.....	441.00	38.50	479.50
Ernest S. Hobbs, of Illinois, senior clerk, 15 days at \$2,100, 8 months at \$2,340, 3 months 15 days at \$2,460.....	2,365.00	240.00	2,605.00
Joseph L. Whelan, of Kentucky, chief of section, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
George W. Laird, of New Jersey, assistant chief of section, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
James L. Murphy, of Louisiana, assistant to secretary, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Alfred D. Burrowes, of Pennsylvania, financial examiner, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
Peter A. Brohaugh, of Minnesota, financial examiner, 4 months 26 days at \$2,400.....	973.33	97.33	1,070.66
Livingston Vann, of Florida, law clerk, 11 months 25 days at \$2,400.....	2,366.67	236.67	2,603.34
Joseph E. Snider, of Kentucky, legal assistant, 7 months 26 days at \$2,400.....	1,573.33	157.33	1,730.66
Alvord C. Devoe, of New York, examiner, 9 months at \$2,400.	1,800.00	180.00	1,980.00
Ralph H. Jewell, of Minnesota, examiner, 2 months 25 days at \$2,400.....	566.67	56.67	623.34
Will L. Lloyd, of New York, special agent, 5 months 15 days at \$1,980, 6 months 15 days at \$2,400.....	2,207.50	240.00	2,447.50
Morris H. Konigsberg, of Georgia, chief of section, 6 months at \$2,400; assistant attorney, 6 months at \$2,400.....	2,400.00	240.00	2,640.00
C. A. Candee, of Virginia, senior clerk, 6 months at \$2,100; chief clerk, 6 months at \$2,400.....	2,250.00	240.00	2,490.00
Jessie E. Smith, of Illinois, clerk, 15 days at \$1,620; senior clerk, 5 months 15 days at \$1,860; private secretary, 6 months at \$2,400.....	2,120.00	240.00	2,360.00
Jonathan C. Gibson, of Virginia, private secretary, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Leslie M. Hauser, of New Jersey, clerk, 15 days at \$1,620; senior clerk, 7 months 11 days at \$1,860; private secretary, 4 months 4 days at \$2,400.....	2,035.00	240.00	2,275.00
Alfred S. Knowlton, of Minnesota, private secretary, 9 months at \$2,400.....	1,800.00	180.00	1,980.00
M. C. Forrest, of Massachusetts, private secretary, 2 months 27 days at \$2,400.....	580.00	58.00	638.00
Margaret T. Schwab, of District of Columbia, senior clerk, 1 month at \$1,860, 22 days at \$2,400; private secretary, 2 months at \$2,400.....	701.67	74.67	776.34
Edward Crane, of District of Columbia, senior clerk, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Daniel M. Wood, of New York, senior clerk, 4 months 15 days at \$2,220, 7 months 15 days at \$2,400.....	2,332.50	240.00	2,572.50
Paul E. Huettner, of Tennessee, senior clerk, 4 months 15 days at \$2,220, 7 months 15 days at \$2,400.....	2,332.50	240.00	2,572.50
Thomas Jackson, of New York, senior clerk, 4 months 15 days at \$2,220, 7 months 15 days at \$2,400.....	2,332.50	240.00	2,572.50
James R. Pipes, of West Virginia, senior clerk, 4 months 15 days at \$2,220, 7 months 15 days at \$2,400.....	2,332.50	240.00	2,572.50
Edward L. Glenn, of Tennessee, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,400.....	2,287.50	240.00	2,527.50
Lawrence A. Fyle, of Maryland, senior clerk, 1 year at \$2,400.	2,400.00	240.00	2,640.00
Louis F. Allen, of Washington, senior clerk, 11 months 14 days at \$2,400.....	2,293.33	229.33	2,522.66
Robert F. McMillan, of Indiana, senior clerk, 3 months 15 days at \$2,400.....	700.00	70.00	770.00
V. L. Almond, of Kentucky, junior clerk, 1 month 15 days at \$1,200; clerk, 4 months 15 days at \$1,620; senior clerk, 6 months at \$2,400.....	1,957.50	240.00	2,197.50
Edward M. Grady, of Illinois, temporary examiner, 1 month 11 days at \$2,340.....	266.50	27.33	293.83
Albert J. O'Hern, of Illinois, temporary examiner, 1 month 8 days at \$2,340.....	247.00	25.33	272.33
Willard L. Simms, of Illinois, temporary examiner, 1 month 7 1/2 days at \$2,340.....	261.56	26.85	288.71
John M. Stirewalt, of Virginia, senior clerk, 1 year at \$2,340..	2,340.00	240.00	2,580.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Charles D. Tedrow, of Kentucky, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,340.....	\$2,250.00	\$240.00	\$2,490.00
John A. Glessner, of Pennsylvania, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,340.....	2,250.00	240.00	2,490.00
John M. Millner, of Ohio, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,340.....	2,250.00	240.00	2,490.00
Spencer E. Burk, of Illinois, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,340.....	2,250.00	240.00	2,490.00
Edward M. Graney, of New York, senior clerk, 4 months 15 days at \$2,220, 7 months 15 days at \$2,340.....	2,295.00	240.00	2,535.00
Harry G. Cummings, of District of Columbia, assistant attorney, 6 months at \$1,800, 6 months at \$2,280.....	2,040.00	240.00	2,280.00
Patrick A. Conway, of New York, assistant attorney, 7 days at \$2,280.....	44.33	4.67	49.00
John J. Crowley, of Ohio, senior clerk, 1 year at \$2,280.....	2,280.00	240.00	2,520.00
Wintemute W. Sloan, of New York, senior clerk, 1 year at \$2,280.....	2,280.00	240.00	2,520.00
Myron Witters, of Missouri, junior examiner, 11 months 25 days at \$2,250.....	2,211.81	236.67	2,448.48
Paul E. Ralidy, of Massachusetts, senior clerk, 11 months 8½ days at \$2,250.....	2,115.62	225.66	2,341.28
Charles J. Mulholland, of Illinois, temporary examiner, 4 days at \$2,220.....	24.67	2.67	27.34
Lloyd W. Biddle, of West Virginia, chief clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Harry O. Vent, of Ohio, senior clerk, 3 months 15 days at \$2,100, 8 months 15 days at \$2,220.....	2,185.00	240.00	2,425.00
Engene H. Kerwin, of Pennsylvania, senior clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
William J. Flood, of Indiana, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,220.....	2,175.00	240.00	2,415.00
Charles J. Gardner, of West Virginia, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,220.....	2,175.00	240.00	2,415.00
Mark H. Greenwald, of Massachusetts, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,220.....	2,175.00	240.00	2,415.00
Orin Davis, of Texas, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,220.....	2,175.00	240.00	2,415.00
James C. Jemison, of Delaware, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,220.....	2,175.00	240.00	2,415.00
Roscoe C. Nownes, of Nebraska, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,220.....	2,130.00	240.00	2,370.00
Louis I. Doyle, of District of Columbia, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,220.....	2,175.00	240.00	2,415.00
Harry T. Darr, of Kansas, senior clerk, 4 months 15 days at \$2,100, 7 months 15 days at \$2,220.....	2,175.00	240.00	2,415.00
Oscar C. Brohaugh, of Minnesota, senior clerk, 4 months 15 days at \$2,100, 5 months 5 days at \$2,220.....	1,743.33	193.33	1,936.66
Benjamin Wall, of District of Columbia, temporary examiner, 1 month 9 days at \$2,160.....	228.00	25.33	253.33
Ralph K. Molster, of Ohio, senior clerk, 11 months 5 days at \$2,100.....	2,010.00	223.33	2,233.33
Claude DeS. Thomas, of Colorado, special agent, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edward M. Reidy, of Massachusetts, senior clerk, 5 months 15 days at \$1,980; attorney, 6 months 15 days at \$2,100.....	1,962.50	240.00	2,202.50
Ralph E. Potter, of District of Columbia, accountant, 3 months 15 days at \$2,100.....	612.50	70.00	682.50
Anthony J. McGraw, of Colorado, temporary examiner, 2 months 13½ days at \$2,100.....	428.76	48.99	477.75
James P. Welsh, of New York, temporary examiner, 2 months 13 days at \$2,100.....	425.83	48.67	474.50
Chas. R. Creighton, of South Carolina, temporary examiner, 2 months 11 days at \$2,100.....	414.17	47.33	461.50
James D. Draper, of Alabama, temporary examiner, 2 months at \$2,100.....	350.00	40.00	390.00
John D. Cutter, of District of Columbia, temporary examiner, 1 month 21 days at \$2,100.....	297.50	34.00	331.50
John Doherty, of Utah, temporary examiner, 1 month 29 days at \$2,100.....	344.17	39.33	383.50
W. O. Shreves, of Missouri, temporary examiner, 1 month 11 days at \$2,100.....	239.17	27.33	266.50
J. L. Stormont, of District of Columbia, chief of section, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Albert H. Laird, Jr., of New Jersey, assistant chief of section, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edgar B. Henderson, of Nebraska, senior clerk, 3 months 15 days at \$1,980, 8 months 15 days at \$2,100.....	2,065.00	240.00	2,305.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Clarence G. Jensen, of Nebraska, senior clerk, 3 months 15 days at \$1,860, 3 months at \$1,980, 5 months 15 days at \$2,100.	\$2,000.00	\$240.00	\$2,240.00
Esko D. Rupert, of Pennsylvania, senior clerk, 3 months 15 days at \$1,860, 3 months at \$1,980, 5 months 15 days at \$2,100.	2,000.00	240.00	2,240.00
Edward L. Pugh, of Alabama, senior clerk, 1 year at \$2,100.	2,100.00	240.00	2,340.00
Charles S. Bell, of Connecticut, senior clerk, 2 months 29 days at \$2,100.	519.17	59.33	578.50
Andrew J. Hartman, of Ohio, senior clerk, 1 year at \$2,100.	2,100.00	240.00	2,340.00
A. M. Chreitzberg, of South Carolina, senior clerk, 1 year at \$2,100.	2,100.00	240.00	2,340.00
Frank C. Weems, of Maryland, senior clerk, 1 year at \$2,100.	2,100.00	240.00	2,340.00
Albert F. Clow, of New Jersey, senior clerk, 4 months 15 days at \$1,980, 7 months 14 days at \$2,100.	2,050.63	239.49	2,290.12
J. S. De Bettencourt, of Massachusetts, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,100.	2,055.00	240.00	2,295.00
Delano Luce, of Massachusetts, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,100.	2,055.00	240.00	2,295.00
Edmond W. Chapdelaine, of New Jersey, senior clerk, 3 months at \$1,860, 1 month 15 days at \$1,980, 7 months 15 days at \$2,100.	2,025.00	240.00	2,265.00
Robert T. Tedrow, of Kentucky, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,100.	2,055.00	240.00	2,295.00
Samuel E. Hutton, of Ohio, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,100.	2,055.00	240.00	2,295.00
George H. Parater, of Virginia, senior clerk, 2 months 15 days at \$1,980, 6 months 15 days at \$2,100.	1,550.00	180.00	1,730.00
Charles M. Young, of Georgia, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,100.	2,055.00	240.00	2,295.00
Charles F. Smith, of Colorado, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,100.	2,055.00	240.00	2,295.00
Arthur S. Parker, of New York, senior clerk, 4 months 15 days at \$1,980, 7 months 15 days at \$2,100.	2,055.00	240.00	2,295.00
Paul P. Reiney, of Tennessee, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$2,100.	2,010.00	240.00	2,250.00
Bruce H. Voris, of Ohio, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$2,100.	2,010.00	240.00	2,250.00
John L. Ogilvie, of Virginia, clerk, 2 months at \$1,740; senior clerk, 2 months 15 days at \$1,860, 7 months 15 days at \$2,100.	1,990.00	240.00	2,230.00
Charles R. Mills, of Ohio, senior clerk, 8 months 15 days at \$1,980, 3 months 15 days at \$2,100.	2,015.00	240.00	2,255.00
Chas. H. Wolfgram, of Maryland, senior clerk, 8 months 3 days at \$2,100.	1,417.50	162.00	1,579.50
Leroy Stafford Boyd, of Louisiana, senior clerk, 1 year at \$2,100.	2,100.00	240.00	2,340.00
W. C. Cheseldine, of District of Columbia, senior clerk, 1 year at \$2,100.	2,100.00	240.00	2,340.00
Guy L. Seaman, of Missouri, senior clerk, 1 year at \$2,100.	2,100.00	240.00	2,340.00
David T. Copenhaver, of Pennsylvania, senior clerk, 10 months 14 days at \$2,100.	1,851.67	209.33	2,041.00
Harold M. Brown, of Pennsylvania, senior clerk, 6 months \$1,980, 6 months at \$2,100.	2,040.00	240.00	2,280.00
W. M. Carney, of Ohio, clerk, 3 months at \$1,620; senior clerk, 3 months at \$1,860, 6 months at \$2,100.	1,905.00	240.00	2,145.00
John K. Crump, of Texas, clerk, 4 months at \$1,500; senior clerk, 2 months at \$1,800, 6 months at \$2,100.	1,850.00	240.00	2,090.00
Archie M. Sweeney, of Illinois, temporary examiner, 1 month 11 days at \$1,980.	225.50	27.33	252.83
John K. White, of Virginia, printing clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
Benjamin A. Watts, of West Virginia, assistant chief of section, 11 months 29 days at \$1,980.	1,974.69	239.34	2,214.03
Edwin C. Norris, of New York, senior clerk, 3 months 15 days at \$1,860, 8 months 13 days at \$1,980.	1,934.00	238.67	2,172.67
David H. Lum, of Tennessee, senior clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
George C. Clarke, of Pennsylvania, clerk, 3 months 15 days at \$1,740; senior clerk, 8 months 15 days at \$1,980.	1,825.00	240.00	2,065.00
Timothy M. Hanrahan, of Illinois, senior clerk, 3 months 15 days at \$1,980.	577.50	70.00	647.50
Richard H. Gray, of Maryland, senior clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
George A. Pettes, of Illinois, senior clerk, 8 months 15 days at \$1,860, 3 months 15 days at \$1,980.	1,895.00	240.00	2,135.00
William A. Stroup, of Maryland, senior clerk, 8 months 15 days at \$1,860, 3 months 15 days at \$1,980.	1,895.00	240.00	2,135.00
Jonah J. Markley, of Pennsylvania, senior clerk, 10 months 20 days at \$1,980.	1,761.17	213.46	1,974.63
Merrick Williams, of Illinois, senior clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
Percy R. Mays, of Georgia, senior clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
Charles F. Brown, of Indiana, senior clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Burt L. Smelker, of Michigan, senior clerk, 3 months at \$1,860, 9 months at \$1,980.....	\$1,950.00	\$240.00	\$2,190.00
George J. Hall, of Pennsylvania, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Harrison D. Boyer, of Pennsylvania, clerk, 2 months, at \$1,740; senior clerk, 2 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
Arthur Kettler, of Illinois, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Harry Graham, of Tennessee, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
William C. Wertenbruch, of Iowa, clerk, 2 months at \$1,740; senior clerk 2 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
Robert S. Pierson, of Hawaii, clerk, 3 months at \$1,740; senior clerk, 1 month 15 days at \$1,860; 7 months 15 days at \$1,980.....	1,905.00	240.00	2,145.00
Philip A. Corridon, of New York, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Blanche E. Templeton, of District of Columbia, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Frank M. Weaver, of Pennsylvania, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Frank H. Adams, of Rhode Island, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,980.....	1,890.00	240.00	2,130.00
Ferrest V. Sickler, of New Jersey, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
B. A. Bartoo, of Pennsylvania, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Clarence E. Simmons, of Oklahoma, senior clerk, 4 months 15 days at \$1,860; 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Chas. R. Morris, of Ohio, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
Clarence H. Peck, of New Jersey, senior clerk, 4 months 15 days at \$1,860, 7 months 15 days at \$1,980.....	1,935.00	240.00	2,175.00
George A. Corbin, of Massachusetts, senior clerk, 8 months 15 days at \$1,860, 3 months 15 days at \$1,980.....	1,895.00	240.00	2,135.00
William A. Maidens, of North Carolina, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
C. E. Broach, of Texas, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Francis S. Reese, of California, clerk, 5 months 15 days at \$1,620; junior clerk, 15 days at \$1,320; senior clerk, 6 months at \$1,980.....	1,787.50	240.00	2,027.50
J. C. C. Patterson, of Maryland, clerk, 3 months 15 days at \$1,620; senior clerk, 8 months 15 days at \$1,980.....	1,875.00	240.00	2,115.00
John G. Brigham, of Missouri, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Harry H. Little, of Oklahoma, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Henry J. Balzer, of District of Columbia, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
R. Mitchell Collins, of North Carolina, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Z. W. Scott, of Indiana, senior clerk, 4 months 10 days at \$1,980.....	715.00	86.67	801.67
William H. Smith, of Rhode Island, attorney, 1 month 15 days at \$1,920.....	240.00	30.00	270.00
Lois G. Gorman, of Pennsylvania, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
Carrie Lawton, of New York, clerk, 15 days at \$1,620; senior clerk, 11 months 15 days at \$1,860.....	1,850.00	240.00	2,090.00
Elmer B. Collins, of Alabama, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
Edmund P. Hurley, of Massachusetts, clerk, 15 days at \$1,620; senior clerk, 11 months 15 days at \$1,860.....	1,850.00	240.00	2,090.00
Florence L. Lauman, of Massachusetts, clerk, 15 days at \$1,620; senior clerk, 11 months 15 days at \$1,860.....	1,850.00	240.00	2,090.00
Thos. S. Connelly, of Connecticut, clerk, 8 months 15 days at \$1,740; senior clerk, 3 months 15 days at \$1,860.....	1,775.00	240.00	2,015.00
John W. Kreps, of Indiana, clerk, 8 months 15 days at \$1,740; senior clerk, 3 months 15 days at \$1,860.....	1,775.00	240.00	2,015.00
Thomas R. Clifton, of Minnesota, clerk, 8 months 15 days at \$1,740; senior clerk, 3 months 15 days at \$1,860.....	1,775.00	240.00	2,015.00
John C. Leger, of Mississippi, clerk, 5 months 15 days at \$1,740; senior clerk, 6 months 15 days at \$1,860.....	1,805.00	240.00	2,045.00
Charles W. Peckham, of Massachusetts, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
Joseph Stansfield, of Texas, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
Samuel D. Schindler, of District of Columbia, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Edw. B. Blizzard, of West Virginia, senior clerk, 1 year at \$1,860.	\$1,860.00	\$240.00	\$2,100.00
Frederick E. Heydon, of New Jersey, senior clerk, 1 year at \$1,860.	1,860.00	240.00	2,100.00
Jesse D. Newton, of Iowa, senior clerk, 1 year at \$1,860.	1,860.00	240.00	2,100.00
Charles S. Rockwood, of Massachusetts, senior clerk, 1 year at \$1,860.	1,860.00	240.00	2,100.00
John F. Dwyer, of Massachusetts, senior clerk, 1 year at \$1,860.	1,860.00	240.00	2,100.00
Harry S. Elkins, of South Dakota, senior clerk, 3 months at \$1,860.	465.00	60.00	525.00
Cornelius J. Peterson, of Illinois, clerk, 3 months 15 days at \$1,740; senior clerk, 8 months 15 days at \$1,860.	1,825.00	240.00	2,065.00
Katherine L. Thompson, of District of Columbia, senior clerk, 10 months 28 days at \$1,860.	1,694.67	218.67	1,913.34
M. Edna Harris, of Pennsylvania, clerk, 3 months 15 days at \$1,620; senior clerk 8 months 15 days at \$1,860.	1,790.00	240.00	2,030.00
Lawrence I. Zeitz, of Illinois, clerk, 3 months at \$1,740; senior clerk, 9 months at \$1,860.	1,830.00	240.00	2,070.00
Martin J. Walsh, of New Jersey, clerk, 2 months at \$1,740; senior clerk, 9 months 5 ¹ / ₂ days at \$1,860.	1,711.20	223.37	1,934.57
H. C. Barron, of District of Columbia, senior clerk, 1 year at \$1,860.	1,860.00	240.00	2,100.00
J. L. Keith, of Georgia, senior clerk, 1 year at \$1,860.	1,860.00	240.00	2,100.00
Frank A. Wise, of Maryland, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
John T. Payne, of South Carolina, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Leland H. Stanford, of New York, clerk, 4 months 15 days at \$1,740; senior clerk 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Ernest A. Burslem, of Maryland, clerk, 4 months 15 days at \$1,740; senior clerk 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Frank Longnocker, of New Jersey, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Charles F. McCarthy, of New York, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Thomas Ryan, jr., of Georgia, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Arthur G. Maynard, of Pennsylvania, clerk, 4 months and 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Harry A. McCorkle, of Illinois, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Joseph I. Corman, of West Virginia, clerk, 4 months 15 days at \$1,740; senior clerk, 8 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
V. L. Fitzsimmons, of New York, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
James D. Hufham, of Virginia, clerk, 2 months at \$1,620; 2 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,795.00	240.00	2,035.00
Henry L. Hunter, of Minnesota, clerk, 4 months 15 days at \$1,710; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Andrew Denham, of Florida, clerk, 3 months at \$1,620, 1 month 15 days at \$1,740; senior clerk, 7 months 11 ¹ / ₂ days at \$1,860.	1,765.44	237.47	2,002.91
Wallace D. Marvel, of New York, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Godfrey C. Klinger, of California, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Walter A. McMillan, of South Carolina, clerk, 4 months 15 days at \$1,740; senior clerk 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
William R. Brennan, of Wisconsin, clerk, 4 months 15 days at \$1,740; senior clerk, 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Harry B. Bates, of Massachusetts, clerk, 4 months 15 days at \$1,740; senior clerk 7 months 15 days at \$1,860.	1,815.00	240.00	2,055.00
Hal Graham, of Tennessee, clerk, 8 months 15 days at \$1,740; senior clerk, 3 months 15 days at \$1,860.	1,775.00	240.00	2,015.00
Ralph H. McCarthy, of Ohio, senior clerk, 4 months at \$1,860.	620.00	80.00	700.00
A. P. Stewart, of Missouri, clerk, 8 months 15 days at \$1,740; senior clerk, 3 months 15 days at \$1,860.	1,775.00	240.00	2,015.00
Faye T. Darr, of Pennsylvania, clerk, 8 months 15 days at \$1,740; senior clerk, 3 months 15 days at \$1,860.	1,775.00	240.00	2,015.00
Mabel E. Young, of California, clerk, 9 months 15 days at \$1,740; senior clerk, 3 months, 15 days at \$1,860.	1,775.00	240.00	2,015.00
Mary K. Sullivan, of Kentucky, senior clerk, 1 year at \$1,860.	1,860.00	240.00	2,100.00
Martin R. Styer, of Pennsylvania, clerk, 4 months 15 days at \$1,620; senior clerk, 7 months 15 days at \$1,860.	1,770.00	240.00	2,010.00
C. E. McCoy, of District of Columbia, senior clerk, 5 months at \$1,860.	775.00	100.00	\$75.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
John G. Texter, of Pennsylvania, clerk, 4 months 15 days at \$1,740; senior clerk, 3 months 15 days at \$1,860.....	\$1,195.00	\$160.00	\$1,355.00
Wilbur Jarvis, of Hawaii, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
Burt Arthur, of Ohio, senior clerk, 1 month at \$1,860.....	155.00	20.00	175.00
Daniel E. Staley, of Nebraska, senior clerk, 1 month at \$1,860.....	155.00	20.00	175.00
Loris D. Seisco, of New York, senior clerk, 3 months at \$1,860.....	465.00	60.00	525.00
F. L. Sharp, of Virginia, assistant attorney, 10 months 29 days at \$1,800.....	1,645.00	219.33	1,864.33
Stephen D. Coffey, of Massachusetts, assistant attorney, 4 months at \$1,800.....	600.00	80.00	680.00
Thos. C. Elliott, of Arkansas, senior clerk, 11 months 15 days at \$1,800.....	1,725.00	230.00	1,955.00
Samuel R. Diamondson, of Iowa, clerk, 1 month 15 days at \$1,620; senior clerk, 10 months 15 days at \$1,800.....	1,777.50	240.00	2,017.50
Harry C. Ames, of Pennsylvania, clerk, 9 months at \$1,560; senior clerk, 3 months at \$1,800.....	1,620.00	240.00	1,860.00
Mildred V. Johnson, of District of Columbia, clerk, 7 months at \$1,620; senior clerk, 5 months at \$1,800.....	1,695.00	240.00	1,935.00
Arthur Van Meter, of Ohio, senior clerk, 10 months at \$1,500.....	1,500.00	200.00	1,700.00
Mack Myers, of Virginia, clerk, 3 months at \$1,620; senior clerk, 9 months at \$1,800.....	1,755.00	240.00	1,995.00
Austin E. Gibson, of Illinois, clerk, 3 months at \$1,500; senior clerk, 9 months at \$1,800.....	1,725.00	240.00	1,965.00
Nathaniel F. Jenkins, of District of Columbia, general mechanic, 1 month at \$1,680, 11 months at \$1,800.....	1,790.00	240.00	2,030.00
Frank T. Essex, of Maryland, wireman, 1 month at \$1,620; 11 months at \$1,800.....	1,785.00	240.00	2,025.00
Kenneth E. Brown, of Indiana, engineer, 1 month at \$1,680; 11 months at \$1,800.....	1,790.00	240.00	2,030.00
J. L. Kidwell, of Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Charles W. Caswell, of New York, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
James A. Moody, of West Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Print E. Shomette, of Mississippi, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Henry R. Vedder, of New Jersey, clerk, 3 months 15 days at \$1,620, 7 months 8½ days at \$1,740.....	1,528.59	215.66	1,744.25
Arthur B. A. McNeerney, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Walter R. Gallaher, of Tennessee, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
John T. Campbell, of Pennsylvania, junior clerk, 3 months 15 days at \$1,320; clerk, 5 months at \$1,500, 3 months 15 days at \$1,740.....	1,517.50	240.00	1,757.50
Arlos J. Harbert, of West Virginia, clerk, 8 months 15 days at \$1,620, 3 months 15 days at \$1,740.....	1,655.00	240.00	1,895.00
John R. Hudgins, of Maryland, clerk, 8 months 15 days at \$1,620, 3 months 15 days at \$1,740.....	1,655.00	240.00	1,895.00
Thos. A. McAskill, jr., of Arkansas, clerk, 8 months 15 days at \$1,620, 3 months 15 days at \$1,740.....	1,655.00	240.00	1,895.00
Donald D. Isbell, of Virginia, clerk, 4 months 15 days at \$1,620, 7 months 15 days at \$1,740.....	1,695.00	240.00	1,935.00
Mathew Culbert, jr., of Alabama, clerk, 5 months 5 days at \$1,740.....	749.17	103.33	852.50
Edward J. Kohlbrenner, of South Carolina, clerk, 4 months 15 days at \$1,620, 7 months 15 days at \$1,740.....	1,695.00	240.00	1,935.00
Lee C. Hosley, of District of Columbia, clerk, 4 months 15 days at \$1,620, 7 months 15 days at \$1,740.....	1,695.00	240.00	1,935.00
Laurence B. Blackwell, of New York, clerk, 4 months 15 days at \$1,620, 7 months 15 days at \$1,740.....	1,695.00	240.00	1,935.00
Henry L. Hess, of New York, clerk, 4 months 13½ days at \$1,620, 7 months 15 days at \$1,740.....	1,687.93	238.94	1,926.87
James S. Fitzhugh, of Texas, clerk, 3 months at \$1,620, 8 months 2½ days at \$1,740.....	1,577.43	221.71	1,799.14
William H. Mahoney, of Rhode Island, clerk, 4 months 15 days at \$1,620, 7 months 15 days at \$1,740.....	1,695.00	240.00	1,935.00
Joseph S. Moss, of Vermont, clerk, 4 months 15 days at \$1,620, 7 months 15 days at \$1,740.....	1,695.00	240.00	1,935.00
Edward J. Long, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Thurston B. Johnston, of District of Columbia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Edwin T. Cosby, of Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
William J. Harris, of New York, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Frank E. Reynolds, of Pennsylvania, clerk, 6 months 22 days at \$1,620; 3 months 15 days at \$1,740.....	1,416.50	204.67	1,621.17
Ralph R. Sherman, of Pennsylvania, clerk, 6 months 9 days at \$1,620, 3 months 15 days at \$1,740.....	1,358.00	196.00	1,554.00
William B. Hammer, of Pennsylvania, clerk, 6 months 9 days at \$1,620, 3 months 15 days at \$1,740.....	1,358.00	196.00	1,554.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Henry Meyer, of New York, clerk, 6 months 2 days at \$1,620, 3 months 15 days at \$1,740.....	\$1,326.50	\$191.33	\$1,517.83
James F. Roe, of New York, clerk, 6 months 11 days at \$1,620, 3 months at \$1,740.....	1,294.50	187.33	1,481.83
Frank L. Arnold, of Ohio, clerk, 6 months 11 days at \$1,620, 3 months at \$1,740.....	1,294.50	187.33	1,481.83
Glenn L. Shinn, of West Virginia, clerk, 6 months 4 days at \$1,620, 3 months at \$1,740.....	1,263.00	182.67	1,445.67
Charles H. McGovern, of District of Columbia, clerk, 6 months 5 days at \$1,620, 1 month 15 days at \$1,740.....	1,050.00	153.33	1,203.33
Albion L. Morris, of Delaware, clerk, 6 months 12 days at \$1,620, 2 months 15 days at \$1,740.....	1,226.50	178.00	1,404.50
William M. Furlong, of District of Columbia, clerk, 6 months at \$1,620, 3 months at \$1,740.....	1,245.00	180.00	1,425.00
Calvin E. Remsberg, of District of Columbia, clerk, 6 months at \$1,620, 3 months at \$1,740.....	1,245.00	180.00	1,425.00
Devey R. Chastain, of Colorado, clerk, 6 months 3 days at \$1,620, 3 months at \$1,740.....	1,258.50	182.00	1,440.50
David W. Gabelein, of Ohio, clerk, 6 months 12 days at \$1,620, 2 months 15 days at \$1,740.....	1,226.50	178.00	1,404.50
Walter Armstrong, of District of Columbia, clerk, 6 months at \$1,620, 2 months 15 days at \$1,740.....	1,172.50	170.00	1,342.50
F. L. Merritt, of District of Columbia, clerk, 6 months at \$1,620, 2 months at \$1,740.....	1,100.00	160.00	1,260.00
Jouvenal M. Fiedler, of Maryland, clerk, 1 month at \$1,620, 11 months at \$1,740.....	1,730.00	240.00	1,970.00
A. H. Davis, of North Carolina, clerk, 11 months 15 days at \$1,560, 15 days at \$1,740.....	1,567.50	240.00	1,807.50
Edward E. Applebaum, of New Jersey, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
E. J. Doyle, of Illinois, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Benjamin H. Henshall, of District of Columbia, clerk, 7 months 15 days at \$1,740.....	1,087.50	150.00	1,237.50
John W. Davie, of Kentucky, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
George E. Proudley, of Illinois, clerk, 6 months at \$1,620, 6 months at \$1,740.....	1,680.00	240.00	1,920.00
Henry J. Conyngton, of Texas, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Luther B. Jackson, of Vermont, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Theodore M. Daugherty, of Kentucky, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Nelle L. Ingels, of Illinois, clerk, 5 months 21 days at \$1,740.....	826.50	114.00	940.50
Peter J. Paquette, of New Hampshire, clerk, 1 month 19 days at \$1,740.....	236.83	32.67	269.50
C. Virginia Brown, of Tennessee, junior clerk, 1 month at \$1,380, clerk, 5 months at \$1,500, 6 months at \$1,680.....	1,580.00	240.00	1,820.00
M. Sue Kennedy, of Illinois, junior clerk, 5 months 15 days at \$1,440, clerk, 6 months 15 days at \$1,680.....	1,570.00	240.00	1,810.00
Wilmer A. Hill, of District of Columbia, junior clerk, 4 months 15 days at \$1,320, clerk, 7 months 15 days at \$1,620.....	1,507.50	240.00	1,747.50
Lillian M. Wolf, of Pennsylvania, clerk, 4 months 15 days at \$1,500, 7 months 15 days at \$1,620.....	1,575.00	240.00	1,815.00
Ernest H. Hobbs, of Pennsylvania, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Samuel S. Smith, of New York, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Caroline P. Smith, of Indiana, junior clerk, 4 months 15 days at \$1,200, 6 months at \$1,440, clerk, 1 month 15 days at \$1,620.....	1,372.50	240.00	1,612.50
Charles F. Swetnam, of Virginia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
James H. Lewis, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
James E. McMullin, of Virginia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Frank C. Larimore, of Ohio, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Bertha L. Griffiths, of Ohio, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Don F. Cosbey, of Indiana, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Nettie E. Phoebus, of Maryland, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
William J. Cady, of Kentucky, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Robert L. Petzold, of Illinois, clerk, 2 months 15 days at \$1,620.....	337.50	50.00	387.50
Joseph A. Hussion, of New York, clerk, 2 months 15 days at \$1,500, 9 months 15 days at \$1,620.....	1,595.00	240.00	1,835.00
Elza Job, of Illinois, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Harold L. Skean, of Pennsylvania, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Ura M. Dobbs, of Missouri, clerk, 11 months 29½ days at \$1,620.....	1,618.22	239.74	1,857.96
Jno. H. Sligh, of South Carolina, clerk, 8 months 15 days at \$1,500, 3 months 15 days at \$1,620.....	1,535.00	240.00	1,775.00
Aaron A. Jesse, of California, clerk, 8 months 15 days at \$1,500, 3 months 15 days at \$1,620.....	1,535.00	240.00	1,775.00
Walter A. Dordell, of Minnesota, clerk, 8 months 14½ days at \$1,620.....	1,145.25	169.67	1,314.92
J. C. Hooker, of Arizona, clerk, 5 months 15 days at \$1,500, 6 months 15 days at \$1,620.....	1,565.00	240.00	1,805.00
M. Louisa Wilson, of Iowa, junior clerk, 3 months at \$1,380, clerk, 9 months at \$1,620.....	1,560.00	240.00	1,800.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Carl A. Schlager, of Pennsylvania, clerk, 10 months 20 days at \$1,620.....	\$1, 440. 00	\$213. 33	\$1, 653. 33
Alice H. Robinson, of New Jersey, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Hilda E. Huber, of Missouri, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Ellice Baker, of West Virginia, clerk, 11 months 24 days at \$1,620.....	1, 593. 00	236. 00	1, 829. 00
Franz Lebert, of District of Columbia, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Lear W. Kline, of Pennsylvania, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Thomas J. McQuade, of Pennsylvania, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
George O. Boal, of Pennsylvania, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Robert E. Lewis, of District of Columbia, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
John H. Tilton, of New Jersey, clerk, 9 months 20 days at \$1,620.....	1, 305. 00	193. 33	1, 498. 33
Frances Harden, of District of Columbia, clerk, 4 months 15 days at \$1,500, 7 months 15 days at \$1,620.....	1, 575. 00	240. 00	1, 815. 00
James E. Norris, of Massachusetts, junior clerk, 6 months 15 days at \$1,200; clerk, 5 months 15 days at \$1,620.....	1, 392. 50	240. 00	1, 632. 50
William F. Waite, of Alabama, clerk, 2 months at \$1,500, 10 months at \$1,620.....	1, 600. 00	240. 00	1, 840. 00
William McCambridge, of Illinois, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Leone E. Spletzer, of Ohio, junior clerk, 3 months at \$1,320; clerk, 2 months at \$1,500, 7 months at \$1,620.....	1, 525. 00	240. 00	1, 765. 00
Bloom D. Chapman, of New York, senior clerk, 10 months at \$1,850, clerk, 2 months at \$1,620.....	1, 820. 00	240. 00	2, 060. 00
Oneta McCarty, of Washington, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Laura R. Mac Daniel, of Ohio, junior clerk, 15 days at \$1,320, 2 months at \$1,440; clerk, 9 months 15 days at \$1,620.....	1, 577. 50	240. 00	1, 817. 50
Pearl Shrader, of Oregon, clerk, 1 year at \$1,620.....	1, 620. 00	240. 00	1, 860. 00
Mason B. Leming, of Utah, clerk, 3 months 29 days at \$1,620.....	535. 50	79. 33	614. 83
Gerald E. Sullivan, of New York, clerk, 8 months 26 days at \$1,620.....	1, 197. 00	177. 33	1, 374. 33
Charles E. Fox, of Pennsylvania, clerk, 8 months 10 days at \$1,620.....	1, 125. 00	166. 67	1, 291. 67
Samuel L. Cochran, of Texas, clerk, 6 months 28 days at \$1,620.....	936. 00	138. 67	1, 074. 67
William J. Bieger, of Missouri, clerk, 5 months 20 days at \$1,620.....	765. 00	113. 33	878. 33
Clarence E. Conaway, of Maryland, clerk, 5 months 17 days at \$1,620.....	751. 50	111. 33	862. 83
Edward J. Purtell, of New Jersey, clerk, 4 months at \$1,620.....	540. 00	80. 00	620. 00
Michael D. McCarthy, of New Jersey, clerk, 2 months at \$1,620.....	270. 00	40. 00	310. 00
Harry W. Price, of Virginia, clerk, 1 month 17½ days at \$1,620.....	214. 71	31. 80	246. 51
William F. Craig, of Pennsylvania, clerk, 1 month 20 days at \$1,620.....	225. 00	33. 33	258. 33
Charles I. Aber, of Missouri, clerk, 5 months at \$1,620.....	675. 00	100. 00	775. 00
Jos. E. Dawson, of Washington, clerk, 3 months 13¼ days at \$1,620.....	465. 11	68. 90	534. 01
Karl Stecher, of Kansas, clerk, 1 month 15 days at \$1,620.....	202. 50	30. 00	232. 50
James R. O'Bryan, of New York, clerk, 15 days at \$1,740.....	72. 50	10. 00	82. 50
Jay C. Gaumer, of Pennsylvania, clerk, 26 days at \$1,620.....	117. 00	17. 33	134. 33
Ingval T. Hanson, of Oklahoma, clerk, 15 days at \$1,620.....	67. 00	10. 00	77. 00
Thomas E. Pyne, of District of Columbia, assistant attorney, 9 days at \$1,400, 11 months 15 days at \$1,600.....	1, 568. 34	236. 00	1, 804. 34
Russell M. Brown, of New York, clerk, 5 months 28 days at \$1,600.....	791. 12	118. 67	909. 79
Edward B. Finch, of Alabama, clerk, 1 year at \$1,560.....	1, 560. 00	240. 00	1, 800. 00
Chas. W. Berry, of Oklahoma, clerk, 10 months 29 days at \$1,560.....	1, 425. 67	219. 33	1, 645. 00
Edward L. Valentine, of Arkansas, clerk, 2 months 21 days at \$1,500, 5 months 15 days at \$1,560.....	1, 052. 50	164. 00	1, 216. 50
George T. Cunningham, of District of Columbia, clerk, 11 months 29½ days at \$1,500.....	1, 497. 02	239. 52	1, 736. 54
Marcus Cohen, of Ohio, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Charles R. Strode, of Pennsylvania, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Harry W. West, of Massachusetts, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Mary C. Langley, of District of Columbia, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Lucian A. Jackson, of Mississippi, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Eugenia W. Suter, of District of Columbia, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Jean LeP. Perrie, of District of Columbia, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
W. G. Robertson, of District of Columbia, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Ernest E. Briscoe, of Montana, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Margaret C. Armstrong, of Ohio, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Luella R. Whaley, of District of Columbia, clerk, 1 year at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
Paul A. Colvin, of District of Columbia, junior clerk, 2 months 15 days at \$1,320; clerk, 9 months 15 days at \$1,500.....	1, 462. 50	240. 00	1, 702. 50
Francis J. Preiser, of Wisconsin, clerk, 5 months 13 days at \$1,500.....	679. 17	108. 67	787. 84

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
William H. Evans, of Minnesota, clerk, 4 months 12 days at \$1,500.....	\$550.00	\$88.00	\$638.00
L. L. Cumberland, of District of Columbia, clerk, 3 months 25 days at \$1,500.....	479.16	76.66	555.82
C. L. Molesworth, of Maryland, clerk, 3 months 26 days at \$1,500.....	483.33	77.33	560.66
G. E. Holmes, of Ohio, clerk, 6 months 24 days at \$1,500.....	850.00	136.00	986.00
Eva P. Kelley, of Maryland, clerk, 5 months 5 days at \$1,500.....	645.83	103.33	749.16
Chas. H. Fletcher, of Maryland, clerk, 3 months 24 days at \$1,500.....	475.00	76.00	551.00
John H. McCarthy, of District of Columbia, clerk, 5 months 13 days at \$1,500.....	679.17	108.67	787.84
Mendon Wood, of New Jersey, clerk, 5 months 28 days at \$1,500.....	741.67	118.67	860.34
Wesley M. Davis, of Pennsylvania, clerk, 7 months 15 days at \$1,500.....	937.50	150.00	1,087.50
John M. Mcighan, of Pennsylvania, clerk, 6 months 14 days at \$1,500.....	808.34	129.34	937.68
Arthur J. Reynolds, of Rhode Island, clerk, 8 months 15 days at \$1,500.....	1,062.50	170.00	1,232.50
Mattie A. Horner, of New Hampshire, clerk, 6 months 13½ days at \$1,500.....	806.55	129.05	935.60
Byron D. Darling, of District of Columbia, clerk, 9 months 7 days at \$1,500.....	1,154.17	184.67	1,338.84
Raymond E. Gosweiler, of Maryland, clerk, 9 months 23 days at \$1,500.....	1,220.83	195.33	1,416.16
Rufus B. Funk, of Kansas, clerk, 1 month 9½ days at \$1,500.....	164.45	26.31	190.76
Sherman E. Danforth, of Maryland, clerk, 3 months 6 days at \$1,500.....	400.00	64.00	464.00
James J. Reilly, of Pennsylvania, clerk, 26 days at \$1,500.....	108.33	17.33	125.63
Ethel A. De Vaney, of Minnesota, clerk, 3 months 13 days at \$1,500.....	429.17	68.67	497.84
Lillie T. Spilman, of Iowa, clerk, 1 month 16 days at \$1,500.....	191.67	30.67	222.34
Irene C. Harris, of Tennessee, junior clerk, 11 months 15 days at \$1,200; clerk, 15 days at \$1,500.....	1,212.50	240.00	1,452.50
Anita W. Wassmann, of District of Columbia, junior clerk, 4 months at \$1,380; clerk, 8 months at \$1,500.....	1,460.00	240.00	1,700.00
Bessie E. Gorman, of District of Columbia, junior clerk, 1 month 15 days at \$1,320; clerk, 10 months 15 days at \$1,500.....	1,477.50	240.00	1,717.50
Amy A. Brohaugh, of Washington, junior clerk, 3 months at \$1,380; clerk, 9 months at \$1,500.....	1,470.00	240.00	1,710.00
Karl C. Quinn, of Virginia, junior clerk, 3 months 15 days at \$1,320; clerk, 8 months 15 days at \$1,500.....	1,447.50	240.00	1,687.50
Louise A. Lewis, of Pennsylvania, junior clerk, 8 months 15 days at \$1,380; clerk, 3 months 15 days at \$1,500.....	1,415.00	240.00	1,655.00
Lester A. Marble, of District of Columbia, junior clerk, 4 months 15 days at \$1,380; clerk, 7 months 15 days at \$1,500.....	1,455.00	240.00	1,695.00
George L. Schatz, of Colorado, junior clerk, 6 months at \$1,380; clerk, 6 months at \$1,500.....	1,440.00	240.00	1,680.00
Lurena W. Sullivan, of Washington, junior clerk, 7 months 27 days at \$1,320; clerk, 3 months at \$1,500.....	1,244.00	218.00	1,462.00
Harry J. Barnholt, of Pennsylvania, junior clerk, 5 months 15 days at \$1,380; clerk, 6 months 15 days at \$1,500.....	1,445.00	240.00	1,685.00
Margaret M. De Levin, of Massachusetts, junior clerk, 6 months 15 days at \$1,200; clerk, 5 months 15 days at \$1,500.....	1,337.50	240.00	1,577.50
Elmer Williams, of Florida, junior clerk, 3 months at \$1,320; clerk, 9 months at \$1,500.....	1,455.00	240.00	1,695.00
Vera M. Case, of Michigan, junior clerk, 8 months 15 days at \$1,380; clerk, 3 months 15 days at \$1,500.....	1,415.00	240.00	1,655.00
William L. Collins, of New York, junior clerk, 3 months at \$1,200, 6 months 15 days at \$1,320; clerk, 2 months 15 days at \$1,500.....	1,327.50	240.00	1,567.50
Jennie M. Lane, of Georgia, junior clerk, 4 months at \$1,320; clerk, 7 months 28½ days at \$1,500.....	1,435.23	239.23	1,674.46
Otto A. Martens, of Wisconsin, junior clerk, 4 months 15 days at \$1,200; clerk, 7 months 15 days at \$1,500.....	1,387.50	240.00	1,627.50
James J. Williams, of Ohio, junior clerk, 6 months at \$1,380; clerk, 6 months at \$1,500.....	1,440.00	240.00	1,680.00
Gco. E. Primmer, of Illinois, junior clerk, 8 months 15 days at \$1,380; clerk, 3 months 15 days at \$1,500.....	1,415.00	240.00	1,655.00
Charlotte A. Bernd, of District of Columbia, junior clerk, 3 months at \$1,380; clerk, 8 months 29½ days at \$1,500.....	1,468.32	239.80	1,708.12
Mabel Updegraff, of District of Columbia, junior clerk, 3 months at \$1,200, 3 months at \$1,320; clerk, 6 months at \$1,500.....	1,380.00	240.00	1,620.00
Ella J. Sullivan, of Massachusetts, junior clerk, 6 months at \$1,320; clerk, 6 months at \$1,500.....	1,410.00	240.00	1,650.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Martha B. Williamson, of New York, junior clerk, 4 months 15 days at \$1,320, 4 months at \$1,380; clerk, 3 months 15 days at \$1,500.....	\$1,392.50	\$240.00	\$1,632.50
Myrtle H. Roby, of Maryland, junior clerk, 5 months at \$1,200; clerk, 4 months 15 days at \$1,500.....	1,062.50	190.00	1,252.50
Donald G. Coleman, of District of Columbia, junior clerk, 6 months at \$1,320; clerk, 2 months 18½ days at \$1,500.....	987.09	172.33	1,159.42
Edna Teachout, of Michigan, junior clerk, 1 month at \$1,320; clerk, 11 months at \$1,500.....	1,485.00	240.00	1,725.00
Robert W. Marshall, of Kentucky, junior clerk, 6 months at \$1,200; clerk, 6 months at \$1,500.....	1,350.00	240.00	1,590.00
Chester F. Price, of Alabama, junior clerk, 6 months at \$1,200; clerk, 6 months at \$1,500.....	1,350.00	240.00	1,590.00
Bertha Heinemann, of Wisconsin, junior clerk, 3 months 15 days at \$1,200, 6 months 15 days at \$1,320; clerk, 2 months at \$1,500.....	1,315.00	240.00	1,555.00
William Conyngton, of Oklahoma, junior clerk, 4 months 15 days at \$1,380; clerk, 7 months 15 days at \$1,500.....	1,455.00	240.00	1,695.00
Nottie E. Heinline, of District of Columbia, junior clerk, 4 months 15 days at \$1,320; clerk, 7 months 15 days at \$1,500.....	1,376.25	231.00	1,607.25
Joe N. Bourne, of Iowa, junior clerk, 3 months at \$1,380; clerk, 4 months 15 days at \$1,500.....	907.50	150.00	1,057.50
Clarence K. Glover, of District of Columbia, junior clerk, 3 months 13 days at \$1,200; clerk, 6 months 15 days at \$1,500.....	1,155.83	198.67	1,354.50
Grace M. Eddy, of Wisconsin, temporary junior clerk, 1 month 3 days at \$1,200; junior clerk, 2 months 29½ days at \$1,200; clerk, 6 months at \$1,500.....	1,258.34	221.66	1,480.00
R. H. Gilbert, of Maryland, carpenter, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Joseph W. Tonkinson, of Connecticut, typewriter repairman, 5 months 15 days at \$1,380; 6 months 15 days at \$1,500.....	1,445.00	240.00	1,685.00
Ruth M. Carlson, of New York, junior clerk, 4 months 9 days at \$1,200, 7 months 15 days at \$1,380.....	1,292.50	236.00	1,528.50
Peter Duguid, of New Jersey, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Leslie H. McDaniel, of District of Columbia, junior clerk, 2 months at \$1,200, 8 months 15 days at \$1,380.....	1,177.50	210.00	1,387.50
T. Wingfield Bullock, of Kentucky, junior clerk, 11 months 27 days at \$1,380.....	1,363.50	238.00	1,606.50
Fred W. Barlow, of Pennsylvania, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Anna M. Norris, of Pennsylvania, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Theresa M. D. Popp, of Michigan, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Byrd E. Rynek, of Louisiana, junior clerk, 11 months 26½ days at \$1,380.....	1,365.76	237.52	1,603.28
Walter A. Smith, of Pennsylvania, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Charles S. Lawrenson, of District of Columbia, junior clerk, 2 months at \$1,320, 10 months at \$1,380.....	1,370.00	240.00	1,610.00
Mary E. Malley, of Connecticut, junior clerk, 3 months at \$1,260, 9 months at \$1,380.....	1,350.00	240.00	1,590.00
Bertha R. Tucker, of District of Columbia, junior clerk, 3 months at \$1,320, 9 months at \$1,380.....	1,365.00	240.00	1,605.00
Florence M. Delong, of Michigan, junior clerk, 3 months at \$1,320, 9 months at \$1,380.....	1,365.00	240.00	1,605.00
Ruth S. Arthur, of Kansas, junior clerk, 2 months at \$1,260, 6 months 6½ days at \$1,320, 3 months 15 days at \$1,380.....	1,296.85	234.42	1,531.27
Olga M. Young, of Maryland, junior clerk, 8 months 14½ days at \$1,200, 3 months 15 days at \$1,380.....	1,250.71	239.64	1,490.35
Carrie L. Morrison, of Maryland, junior clerk, 11 months 15 days at \$1,200, 15 days at \$1,380.....	1,207.50	240.00	1,447.50
Bernice M. Snyder, of Ohio, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Louise Barron, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Blanche L. Green, of District of Columbia, junior clerk, 10 months at \$1,320, 2 months at \$1,380.....	1,330.00	240.00	1,570.00
Fannie A. Barron, of District of Columbia, junior clerk, 5 months 15 days at \$1,320, 4 months 25 days at \$1,380.....	1,160.84	206.66	1,367.50
Joseph L. Godwin, of Virginia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Ray Hill, of Indiana, junior clerk, 5 months at \$1,200, 7 months at \$1,380.....	1,305.00	240.00	1,545.00
Norman H. Jensen, of Nebraska, under clerk, 4 months 15 days at \$1,020; junior clerk, 2 months 15 days at \$1,200, 5 months at \$1,380.....	1,207.50	240.00	1,447.50
Jno. S. Prichard, of Oklahoma, junior clerk, 11 months 15 days at \$1,380.....	1,322.50	230.00	1,552.50
Jeanette Loch, of District of Columbia, junior clerk, 4 months 15 days at \$1,320, 4 months 15 days at \$1,380.....	1,012.50	180.00	1,192.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Mary E. Griffith, of District of Columbia, under clerk, 3 months 15 days at \$1,020; junior clerk, 6 months 15 days at \$1,200, 2 months at \$1,380.....	\$1,177.50	\$240.00	\$1,417.50
Jessie F. Thayer, of Ohio, junior clerk, 8 months 22 days at \$1,200, 2 months at \$1,380.....	1,103.33	214.67	1,318.00
Elizabeth M. Lowry, of Pennsylvania, junior clerk, 11 months at \$1,200, 1 month at \$1,380.....	1,215.00	240.00	1,455.00
Waiva A. Dean, of Oregon, junior clerk, 11 months at \$1,200, 1 month at \$1,380.....	1,215.00	240.00	1,455.00
Harry S. Wahl, of Missouri, junior clerk, 15 days at \$1,380; clerk, 11 months 15 days at \$1,500.....	1,495.00	240.00	1,735.00
Edwin R. Clement, of Illinois, junior clerk, 15 days at \$1,320, 11 months 15 days at \$1,380.....	1,377.50	240.00	1,617.50
O. Lovell Day, of New York, junior clerk, 4 months 15 days at \$1,320, 7 months 15 days at \$1,380.....	1,357.50	240.00	1,597.50
Olga A. Pearson, of Washington, junior clerk, 4 months 15 days at \$1,320, 7 months 15 days at \$1,380.....	1,357.50	240.00	1,597.50
Margaret G. Parkhurst, of District of Columbia, junior clerk, 4 months 15 days at \$1,320, 7 months 15 days at \$1,380.....	1,312.50	240.00	1,552.50
Marion L. Boat, of District of Columbia, junior clerk, 9 months 7 days at \$1,380.....	1,061.83	184.67	1,246.50
Earl F. Brown, of Pennsylvania, junior clerk, 8 months at \$1,380.....	920.00	160.00	1,080.00
Samuel P. Carter, of District of Columbia, junior clerk, 7 months 14 days at \$1,320, 3 months at \$1,380.....	1,166.33	209.33	1,375.66
O. L. Mohundro, of Kentucky, junior clerk, 5 months 27 days at \$1,380.....	678.50	118.00	796.50
William M. Rogers, of Massachusetts, junior clerk, 5 months 27 days at \$1,380.....	678.50	118.00	796.50
Marion H. Watson, of New York, junior clerk, 4 months 17 days at \$1,380.....	525.17	91.33	616.50
Stella M. Henson, of District of Columbia, junior clerk, 5 months 9 days at \$1,200, 2 months at \$1,380.....	760.00	146.00	906.00
Lou Harris, of Tennessee, junior clerk, 7 months 3 days at \$1,200, 2 months at \$1,380.....	940.00	182.00	1,122.00
Edna J. Reid, of North Dakota, junior clerk, 3 months 21 days at \$1,200, 2 months at \$1,380.....	600.00	114.00	714.00
J. O. Hillis, of Tennessee, junior clerk, 1 month 5 days at \$1,380.....	134.17	23.33	157.50
Cornelia M. Nelson, of South Carolina, junior clerk, 19 days at \$1,380.....	72.83	12.67	85.50
Henry H. Vonfange, of Indiana, junior clerk, 15 days at \$1,380.....	57.50	10.00	67.50
Rose Rehberg, of Alabama, junior clerk, 3 months 15 days at \$1,320, 1 month 2 days at \$1,380.....	507.67	91.33	599.00
Wm. T. Spence, of New York, junior clerk, 3 months at \$1,380.....	345.00	60.00	405.00
Ellen M. Little, of District of Columbia, junior clerk, 19 days at \$1,380.....	72.83	12.67	85.50
Edgar A. Behrend, of District of Columbia, junior clerk, 4 months 15 days at \$1,200, 7 months 13 days at \$1,320.....	1,267.67	238.67	1,506.34
Walter A. Hegner, of Ohio, junior clerk, 4 months 15 days at \$1,200, 7 months 15 days at \$1,320.....	1,275.00	240.00	1,515.00
William G. Peterson, of Iowa, junior clerk, 4 months 15 days at \$1,200, 7 months 15 days at \$1,320.....	1,275.00	240.00	1,515.00
Rena Wendling, of Kentucky, temporary junior clerk, 1 month at \$1,200; junior clerk, 3 months 15 days at \$1,200, 7 months 15 days at \$1,320.....	1,275.00	240.00	1,515.00
Rita G. Webster, of District of Columbia, clerk, 8 months 15 days at \$1,500; junior clerk, 3 months 15 days at \$1,320.....	1,447.50	240.00	1,687.50
Leona V. Brown, of Rhode Island, junior clerk, 4 months 15 days at \$1,200, 7 months 15 days at \$1,320.....	1,275.00	240.00	1,515.00
Winifred M. Rock, of New York, junior clerk, 4 months 15 days at \$1,200, 7 months 14 ⁵ / ₈ days at \$1,320.....	1,272.77	239.59	1,512.36
Viola M. Cramer, of New Jersey, junior clerk, 4 months 15 days at \$1,200, 7 months 15 days at \$1,320.....	1,275.00	240.00	1,515.00
Guy B. Ridgway, of Maryland, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Bennet C. Taliaferro, of Tennessee, junior clerk, 11 months 28 ¹ / ₄ days at \$1,320.....	1,313.97	238.90	1,552.87
Mary M. Murray, of Kentucky, junior clerk, 2 months at \$1,260, 10 months at \$1,320.....	1,310.00	240.00	1,550.00
Lotta T. Roche, of District of Columbia, junior clerk, 8 months 15 days at \$1,200, 3 months 15 days at \$1,320.....	1,235.00	240.00	1,475.00
Walter W. Scott, of Virginia, junior clerk, 10 months at \$1,260, 2 months at \$1,320.....	1,270.00	240.00	1,510.00
Edythe S. Lawton, of Maryland, junior clerk, 11 months at \$1,200, 1 month at \$1,320.....	1,210.00	240.00	1,450.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Mary H. Fortier, of District of Columbia, junior clerk, 1 year at \$1,320.....	\$1,320.00	\$240.00	\$1,560.00
Gamble Daniels, of Kansas, junior clerk, 4 months 15 days at \$1,200, 7 months 15 days at \$1,320.....	1,275.00	240.00	1,515.00
Thomas R. Powers, of Massachusetts, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Reuben Goldberg, of Massachusetts, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Eloise A. Schlosser, of District of Columbia, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
M. Helen Oriani, of District of Columbia, junior clerk, 5 months 15 days at \$1,200, 6 months 15 days at \$1,320.....	1,265.00	240.00	1,505.00
Frances M. Lind, of New York, junior clerk, 8 months 15 days at \$1,200, 3 months 15 days at \$1,320.....	1,235.00	240.00	1,475.00
Helen M. Cullen, of Massachusetts, junior clerk, 11 months at \$1,200, 1 month at \$1,320.....	1,210.00	240.00	1,450.00
Albert Forrest, of Massachusetts, under clerk, 7 months at \$1,080; junior clerk, 5 months at \$1,320.....	1,180.00	240.00	1,420.00
Alice M. Updegraff, of Indiana, junior clerk, 4 months 15 days at \$1,200, 7 months 15 days at \$1,320.....	1,275.00	240.00	1,515.00
Nell Guinn, of District of Columbia, junior clerk, 5 months at \$1,200, 7 months at \$1,320.....	1,270.00	240.00	1,510.00
Ethel C. Owings, of Missouri, junior clerk, 7 months 29 days at \$1,200, 2 months at \$1,320.....	1,016.67	199.33	1,216.00
Orra T. Miller, of Virginia, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Louise Parker, of District of Columbia, 11 months 19 days at \$1,320.....	1,279.67	232.67	1,512.34
Louis E. Venghaus, of Illinois, junior clerk, 15 days at \$1,200, 11 months 15 days at \$1,320.....	1,315.00	240.00	1,555.00
Estelle Gusack, of District of Columbia, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
T. J. Patrick, jr., of Florida, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Margaret L. Noe, of West Virginia, under clerk, 5 months at \$1,080; junior clerk, 3 months 15 days at \$1,200, 3 months 15 days at \$1,320.....	1,185.00	240.00	1,425.00
Ellen M. Hendricks, of District of Columbia, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Benjamin R. Gist, of District of Columbia, junior clerk, 5 months at \$1,200, 7 months at \$1,320.....	1,270.00	240.00	1,510.00
Eva G. Shaw, of Louisiana, junior clerk, 4 months at \$1,200, 8 months at \$1,320.....	1,280.00	240.00	1,520.00
Gladys Mac Dunn, of Ohio, junior clerk, 8 months 26 days at \$1,320.....	975.33	177.33	1,152.66
Helen B. St. Clair, of Missouri, junior clerk, 10 months 15 days at \$1,320.....	1,155.00	210.00	1,365.00
Kathryn D. O'Neil, of North Carolina, junior clerk, 2 months 20 days at \$1,200, 6 months 15 days at \$1,320.....	981.67	183.33	1,165.00
Nellie H. McGill, of Kentucky, junior clerk, 3 months at \$1,200, 5 months 17 days at \$1,320.....	912.33	171.33	1,083.66
Anna Kiel, of Ohio, junior clerk, 2 months 15 days at \$1,320.....	275.00	50.00	325.00
Anna Dalons, of West Virginia, junior clerk, 2 months 29½ days at \$1,320.....	326.99	59.44	386.43
P. B. Gallagher, of Massachusetts, junior clerk, 5 months 14 days at \$1,200, 4 months 15 days at \$1,320.....	1,041.67	199.33	1,241.00
Helen M. Boardman, of District of Columbia, junior clerk, 4 months 10 days at \$1,200, 1 month 19 days at \$1,320.....	613.00	119.34	732.34
Helen M. Riordan, of District of Columbia, junior clerk, 4 months 15 days at \$1,200, 2 months at \$1,320.....	670.00	130.00	800.00
Eric K. Shilling, of Virginia, junior clerk, 3 months 15 days at \$1,200, 21½ days at \$1,320.....	428.57	84.29	512.86
M. Ross Farrar, of District of Columbia, temporary examiner, 1 month at \$1,440.....	120.00	20.00	140.00
Henry E. Ketner, of North Carolina, junior clerk, 9 months 15 days at \$1,200, 2 months 15 days at \$1,440.....	1,250.00	240.00	1,490.00
Sue C. Burlingame, of District of Columbia, junior clerk, 3 months at \$1,200, 9 months at \$1,440.....	1,380.00	240.00	1,620.00
Joseph J. Harvey, of District of Columbia, skilled laborer, 3 months at \$1,200, junior clerk, 9 months at \$1,440.....	1,380.00	240.00	1,620.00
Lavina Hunt, of Washington, junior clerk, 1 month 15 days at \$1,320, 10 months 15 days at \$1,440.....	1,425.00	240.00	1,665.00
M. Esther Oldreive, of Massachusetts, junior clerk, 2 months at \$1,200, 8 months 15 days at \$1,440.....	1,220.00	210.00	1,430.00
Charles W. Israel, of Virginia, junior clerk, 15 days at \$1,200, 11 months 15 days at \$1,440.....	1,430.00	240.00	1,670.00
Harry L. Conklin, of Montana, junior clerk, 9 months 10 days at \$1,260.....	980.00	186.67	1,166.67

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Gladys M. Haislip, of District of Columbia, chief telephone operator, 1 year at \$1,200.....	\$1,200.00	\$240.00	\$1,440.00
Helene A. Shober, of Ohio, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Joy M. Harrison, of Michigan, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Edward M. Cox, of Oklahoma, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Agnes R. Hill, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Eva Sokol, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Mary V. Futterer, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Marie L. Berrington, of Illinois, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Roy Cox, of Missouri, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Albert M. Jones, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Marie E. Fleishman, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Emilio R. Tomsic, of Illinois, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Katharine McManus, of Massachusetts, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Lulu E. Kelley, of Pennsylvania, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Ruth J. Nelson, of Wisconsin, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Jean Y. Handy, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Anna Wilson, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Elsie Adams, of Connecticut, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Geo. H. Keenan, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Ida A. Thompson, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Charles R. Long, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Margaret M. Goodman, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Mary G. Carney, of New York, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Catherine M. Quinn, of Pennsylvania, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Charles W. Tillinghast, of California, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Jena De Imhoff, of Missouri, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Emily M. Raysor, of Texas, junior clerk, 11 months 29½ days at \$1,200.....	1,199.76	239.95	1,439.71
M. C. Dankmeyer, of District of Columbia, junior clerk, 11 months 29½ days at \$1,200.....	1,199.52	239.90	1,439.42
Huldah Wood, of District of Columbia, junior clerk, 11 months 21½ days at \$1,200.....	1,171.30	234.26	1,405.56
Mary M. Hay, of Pennsylvania, junior clerk, 10 months 28 days at \$1,200.....	1,093.33	218.67	1,312.00
V. M. Wintermeyer, of Virginia, junior clerk, 10 months 16 days at \$1,200.....	1,053.33	210.67	1,264.00
Ora L. Vincent, of Maryland, junior clerk, 10 months at \$1,200.....	1,000.00	200.00	1,200.00
Orilla C. Chaney, of Ohio, junior clerk, 10 months 15 days at \$1,200.....	1,050.00	210.00	1,260.00
Beryl Wissinger, of Pennsylvania, junior clerk, 11 months 9 days at \$1,200.....	1,130.00	226.00	1,356.00
Helen A. Myers, of District of Columbia, junior clerk, 11 months 20 days at \$1,200.....	1,166.67	233.33	1,400.00
Eva M. Murphy, of Iowa, junior clerk, 8 months 13 days at \$1,200.....	843.34	168.66	1,012.00
John R. Jameson, of New York, junior clerk, 11 months 28 days at \$1,200.....	1,193.33	238.67	1,432.00
Reginald F. Brooks, of District of Columbia, junior clerk, 10 months 22 days at \$1,200.....	1,073.33	214.67	1,288.00
Edna M. Staleup, of Illinois, junior clerk, 10 months 20 days at \$1,200.....	1,083.33	216.67	1,300.00
Trecy Lenoir, of Mississippi, junior clerk, 9 months 9 days at \$1,200.....	930.00	186.00	1,116.00
Verne P. Simmons, of Missouri, junior clerk, 7 months 28 days at \$1,200.....	793.33	158.67	952.00
Edwin B. Egli, of Iowa, junior clerk, 8 months 5 days at \$1,200.....	816.67	163.33	980.00
Alexander E. Ellis, of Kentucky, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Ella Heyman, of New York, junior clerk, 7 months 23 days at \$1,200.....	776.67	155.33	932.00
Chloebelle Kinne, of New York, junior clerk, 7 months 4 days at \$1,200.....	713.33	142.67	856.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase o compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Myrtle B. Foote, of Maryland, junior clerk, 7 months at \$1,200.	\$700.00	\$140.00	\$840.00
Elmer T. Ayre, of Virginia, junior clerk, 9 months at \$1,200.	900.00	180.00	1,080.00
Charles A. Lyons, of District of Columbia, junior clerk, 8 months 20 days at \$1,200.	866.67	173.33	1,040.00
Margaret A. Moffett, of New York, junior clerk, 7 months 15 days at \$1,200.	750.00	150.00	900.00
Olive M. Kendall, of Missouri, junior clerk, 7 months 27 days at \$1,200.	790.00	158.00	948.00
Marguerite Wilcox, of New York, junior clerk, 7 months 29 days at \$1,200.	796.67	159.33	956.00
Rena L. Bradley, of District of Columbia, junior clerk, 6 months at \$1,200.	600.00	120.00	720.00
Marjorie N. Lyke, of Pennsylvania, junior clerk, 7 months at \$1,200.	700.00	140.00	840.00
Ada W. Farwell, of Massachusetts, junior clerk, 6 months 15 days at \$1,200.	650.00	130.00	780.00
Florence G. Palmer, of District of Columbia, junior clerk, 10 months 24 days at \$1,200.	1,080.00	216.00	1,296.00
Alice G. Murphy, of Massachusetts, junior clerk, 8 months 17 days at \$1,200.	856.66	171.34	1,028.00
Margaret K. McAlinney, of Pennsylvania, temporary junior clerk, 17 days at \$1,200; junior clerk, 6 months 15 days at \$1,200.	706.67	141.33	848.00
Samuel C. Sturgis, of Maryland, temporary junior clerk, 2 months 28 days at \$1,200; junior clerk, 8 months at \$1,200.	1,093.33	218.67	1,312.00
K. A. Bongardner, of District of Columbia, temporary junior clerk, 1 month 23 days at \$1,200; junior clerk, 8 months 14 days at \$1,200.	1,023.33	204.67	1,228.00
H. Grace Derrick, of Pennsylvania, temporary junior clerk, 2 months 5 days at \$1,200; under clerk, 5 months 29 $\frac{1}{4}$ days at \$1,080; junior clerk, 2 months 15 days at \$1,200.	1,005.59	213.09	1,218.68
Ruth Parlier, of Illinois, temporary junior clerk, 3 months 5 days at \$1,200; under clerk, 5 months 16 $\frac{3}{4}$ days at \$1,080; junior clerk, 1 month 15 days at \$1,200.	964.88	204.04	1,168.92
Jane S. Best, of Wisconsin, temporary junior clerk, 3 months 5 days at \$1,200; under clerk, 6 months at \$1,080; junior clerk, 1 month 15 days at \$1,200.	1,006.67	213.33	1,220.00
Olive M. Carpenter, of New York, temporary junior clerk, 2 months 3 days at \$1,200; under clerk, 6 months at \$1,080; junior clerk, 1 month 15 days at \$1,200.	900.00	192.00	1,092.00
Janet W. Meetze, of District of Columbia, temporary junior clerk, 3 months 17 $\frac{1}{2}$ days at \$1,200; under clerk, 6 months at \$900; junior clerk, 1 month at \$1,200.	908.34	211.66	1,120.00
Anna W. Rappaport, of New York, junior clerk, 2 months 9 $\frac{1}{2}$ days at \$1,200.	231.90	46.38	278.28
Harold D. McCoy, of Wisconsin, junior clerk, 2 months 20 days at \$1,200.	266.67	53.33	320.00
Otto A. Witt, of District of Columbia, junior clerk, 3 months 13 days at \$1,200.	343.33	68.67	412.00
Blanche G. Miller, of District of Columbia, junior clerk, 5 months 27 days at \$1,200.	590.00	118.00	708.00
Katharine R. McNiff, of District of Columbia, junior clerk, 5 months 28 days at \$1,200.	593.33	118.67	712.00
Rebecca Kaplowitz, of New Jersey, junior clerk, 5 months 18 days at \$1,200.	560.00	112.00	672.00
Corinne R. Manning, of Kentucky, junior clerk, 4 months at \$1,200.	400.00	80.00	480.00
Ruby L. Lewis, of Tennessee, junior clerk, 3 months 21 days at \$1,200.	370.00	74.00	444.00
Lulu B. Ebberts, of Pennsylvania, junior clerk, 15 days at \$1,200.	50.00	10.00	60.00
Mary E. Gilbert, of District of Columbia, junior clerk, 5 months at \$1,200.	500.00	100.00	600.00
Arthur D. Craig, of Iowa, junior clerk, 1 month 6 days at \$1,200.	120.00	24.00	144.00
Frances E. Driver, of District of Columbia, junior clerk, 7 days at \$1,200.	23.33	4.67	28.00
Grover C. Young, of South Dakota, junior clerk, 3 days at \$1,200.	10.00	2.00	12.00
Margaret J. Crowe, of Nebraska, junior clerk, 4 months 17 days at \$1,200.	456.67	91.33	548.00
Mary K. Werner, of District of Columbia, junior clerk, 5 months 15 days at \$1,200.	550.00	110.00	660.00
Margaret H. Crickett, of Missouri, junior clerk, 3 months 8 days at \$1,200.	326.67	65.33	392.00
William A. King, of New York, junior clerk, 1 month 20 days at \$1,200.	166.67	33.33	200.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Edward A. Jacobson, of Minnesota, junior clerk, 1 month 19 days at \$1,200.....	\$163.33	\$32.67	\$196.00
Cecilia M. Patterson, of Ohio, junior clerk, 5 months 27 days at \$1,200.....	590.00	118.00	708.00
Samuel Rappaport, of District of Columbia, junior clerk, 15 days at \$1,200.....	50.00	10.00	60.00
Anna Søndal, of Illinois, junior clerk, 1 month 16 days at \$1,200.....	153.33	30.67	184.00
Flora E. Finch, District of Columbia, temporary junior clerk, 1 month 9 days at \$1,200.....	130.00	26.00	156.00
Julia O. Kemp, of Maryland, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Newton A. Gladstone, of District of Columbia, junior clerk, 2 months 25 days at \$1,200.....	283.33	56.67	340.00
Ethel S. Giddings, of District of Columbia, junior clerk, 3 months at \$1,200.....	300.00	60.00	360.00
Rosalie L. Matthews, of District of Columbia, junior clerk, 2 months at \$1,200.....	200.00	40.00	240.00
Marjorie G. Moody, of New Jersey, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Edna T. Brady, of Rhode Island, junior clerk, 1 month at \$1,200.....	100.00	20.00	120.00
Elizabeth H. Daniel, of Virginia, junior clerk, 1 month at \$1,200.....	100.00	20.00	120.00
Warren H. Hunt, of District of Columbia, junior clerk, 1 month at \$1,200.....	100.00	20.00	120.00
F Esther M. Roebken, of Missouri, junior clerk, 15 days at \$1,200.....	50.00	10.00	60.00
Hazel A. Boydston, of California, junior clerk, 1 $\frac{3}{4}$ days at \$1,200.....	4.04	.81	4.85
Hazel M. Leizear, of District of Columbia, junior clerk, 3 months 15 days at \$1,200.....	350.00	70.00	420.00
Herbert L. Hanback, of Virginia, junior clerk, 15 days at \$1,200.....	50.00	10.00	60.00
Elsie Bayne, of Virginia, junior clerk, 5 months 10 days at \$1,200.....	533.33	106.67	640.00
Frank S. Shea, of Connecticut, junior clerk, 3 months 25 days at \$1,200.....	383.34	76.66	460.00
Onnie M. Oestreich, of Minnesota, junior clerk, 4 months 27 days at \$1,200.....	490.00	98.00	588.00
Irene F. Hall, of Virginia, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Leslie M. Miller, of Virginia, junior clerk, 5 months at \$1,200.....	500.00	100.00	600.00
Helen Dean, of Massachusetts, junior clerk, 10 months 13 days at \$1,200.....	1,043.33	208.67	1,252.00
Grace S. Werking, of District of Columbia, junior clerk, 1 month at \$1,200.....	100.00	20.00	120.00
Goldie Weiss, of Illinois, temporary junior clerk, 2 months 29 days at \$1,200.....	296.67	59.33	356.00
Mary A. Moore, of Virginia, temporary junior clerk, 1 month 20 days at \$1,200.....	166.67	33.33	200.00
Alice G. Walsh, of Massachusetts, temporary junior clerk, 1 month 23 days at \$1,200.....	108.10	21.61	129.71
Ruth Ashford, of District of Columbia, temporary junior clerk, 1 month 7 days at \$1,200.....	123.33	24.67	148.00
Maud L. Renfro, of Illinois, temporary junior clerk, 1 month 5 days at \$1,200.....	116.66	23.34	140.00
Jessie Thrasher, of Maryland, temporary junior clerk, 1 month 23 $\frac{3}{4}$ days at \$1,200.....	177.85	35.57	213.42
Mary A. Honan, of Connecticut, temporary junior clerk, 2 months 18 days at \$1,200.....	260.00	52.00	312.00
J. Iva Vernon, of South Carolina, junior clerk, 6 months 28 $\frac{1}{2}$ days at \$1,200.....	695.96	139.18	835.14
Reece Harrison, of Kentucky, under clerk, 15 days at \$1,020; junior clerk, 11 months 15 days at \$1,200.....	1,192.50	240.00	1,432.50
Rudolph Dargel, of Illinois, under clerk, 4 months 15 days at \$1,020; junior clerk, 7 months 15 days at \$1,200.....	1,132.50	240.00	1,372.50
Tilda F. Nabor, of New York, under clerk, 4 months 15 days at \$1,020; junior clerk, 7 months 15 days at \$1,200.....	1,132.50	240.00	1,372.50
Martha L. Blossom, of Massachusetts, under clerk, 9 months 10 days at \$1,020; junior clerk, 7 months 15 days at \$1,200.....	1,118.33	236.67	1,355.00
Leland H. Maffet, of Ohio, under clerk, 6 months at \$1,020; junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
Henry H. Lagestee, of Michigan, under clerk, 5 months 7 days at \$1,020; junior clerk, 6 months at \$1,200.....	1,044.83	224.67	1,269.50
Olive G. Frisbee, of District of Columbia, under clerk, 15 days at \$1,020; junior clerk, 11 months 15 days at \$1,200.....	1,192.50	240.00	1,432.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Pearl M. Linton, of Illinois, under clerk, 1 month 15 days at \$1,020; junior clerk, 10 months 15 days at \$1,200.....	\$1,177.50	\$240.00	\$1,417.50
Ruth E. McKay, of Mississippi, under clerk, 2 months 28 days at \$1,080; junior clerk, 7 months 15 days at \$1,200.....	1,014.00	208.67	1,222.67
David T. Langley, of District of Columbia, under clerk, 6 months at \$1,080; junior clerk, 6 months at \$1,200.....	1,140.00	240.00	1,380.00
Nellie M. Walton, of District of Columbia, under clerk, 4 months 8 days at \$1,020; junior clerk, 6 months at \$1,200.....	962.67	205.33	1,168.00
J. Knoxie Crump, of Texas, under clerk, 3 months 1 day, at \$1,020; junior clerk, 7 months at \$1,200.....	957.83	200.67	1,158.50
Thelma M. Hancher, of Ohio, under clerk, 5 months at \$1,020; junior clerk, 7 months at \$1,200.....	1,125.00	240.00	1,365.00
Myrtle I. Seidler, of Iowa, under clerk, 5 months at \$1,020; junior clerk, 7 months at \$1,200.....	1,125.00	240.00	1,365.00
Ruth F. Little, of District of Columbia, under clerk, 6 months at \$1,020, junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
Dorothy Rittenhouse, of District of Columbia, under clerk, 6 months 7 days at \$1,020; junior clerk, 5 months at \$1,200.....	1,029.83	224.67	1,254.50
Emily J. Carey, of New York, under clerk 6 months 9 days at \$1,020; junior clerk, 3 months 15 days at \$1,200.....	885.50	196.00	1,081.50
Earl M. Wilson, of District of Columbia, under clerk, 4 months at \$1,020, junior clerk, 5 months 15 days at \$1,200.....	890.00	190.00	1,080.00
Ophelia H. Allen, of Kentucky, under clerk, 1 month 19 days at \$840, 4 months 26 days at \$1,020; junior clerk, 5 months at \$1,200.....	1,028.00	230.00	1,258.00
Margaret M. Burns, of Maryland, under clerk, 6 months at \$1,020; junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
Alton H. Swinson, of Massachusetts, temporary under clerk, 2 months 15 days at \$1,020; under clerk, 6 months at \$1,020; junior clerk, 3 months 15 days at \$1,200.....	1,072.50	240.00	1,312.50
Sophie A. Thomas, of District of Columbia, under clerk, 8 months 29 days at \$1,020; junior clerk, 2 months at \$1,200.....	962.17	219.33	1,181.50
Mary D. Mulkerins, of District of Columbia, under clerk, 4 months at \$1,080; junior clerk, 8 months at \$1,200.....	1,160.00	240.00	1,400.00
Helen M. Donaldson, of District of Columbia, under clerk, 4 months at \$1,080; junior clerk, 8 months at \$1,200.....	1,160.00	240.00	1,400.00
Charles A. Whalen, of Massachusetts, under clerk, 6 months at \$1,080; junior clerk, 6 months at \$1,200.....	1,140.00	240.00	1,380.00
Thomas F. O'Brien, of District of Columbia, under clerk, 7 months 15 days at \$1,080; junior clerk, 4 months 15 days at \$1,200.....	1,125.00	240.00	1,365.00
Warren A. Heddens, of Pennsylvania, under clerk, 5 months at \$1,020; junior clerk, 1 month at \$1,200.....	525.00	120.00	645.00
Francis T. Callahan, of District of Columbia, under clerk, 6 months at \$1,080; junior clerk, 1 month 21½ days at \$1,200.....	711.54	154.31	865.85
Edward T. Washington, of District of Columbia, foreman laborer, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Joshua Harris, of Virginia, assistant engineer, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Frank Steadman, of Virginia, under clerk, 1 year at \$1,080.....	1,080.00	240.00	1,320.00
David R. White, of Virginia, under clerk, 4 months at \$1,020; 8 months at \$1,080.....	1,060.00	240.00	1,300.00
Leatha Creager, of Indiana, under clerk, 4 months 15 days at \$1,020, 7 months 15 days at \$1,080.....	1,057.50	240.00	1,297.50
Murry A. Weekley, of District of Columbia, under clerk, 6 months at \$1,020, 6 months at \$1,080.....	1,050.00	240.00	1,290.00
Katherine B. Stockton, of District of Columbia, under clerk, 8 months 15 days at \$1,020, 3 months 15 days at \$1,080.....	1,037.50	240.00	1,277.50
Oiga Johnson, of District of Columbia, under clerk, 1 month 4½ days at \$960, 7 months 15 days at \$1,080.....	766.62	172.91	939.53
Elizabeth A. Foley, of District of Columbia, under clerk, 6 months 12 days at \$1,020, 4 months 15 days at \$1,080.....	949.00	218.00	1,167.00
Rennie A. Proudley, of Illinois, under clerk, 1 year at \$1,020.....	1,020.00	240.00	1,260.00
Ruth Snively, of Pennsylvania, under clerk, 1 month at \$900; 11 months at \$1,020.....	1,010.00	240.00	1,250.00
May DeW. Eby, of District of Columbia, under clerk, 10 months 18½ days at \$1,020.....	902.92	212.45	1,115.37
Elizabeth A. Jones, of Virginia, under clerk, 10 months 29 days at \$1,020.....	932.17	219.33	1,151.50
Thos. T. Williford, of Illinois, under clerk, 7 months 22 days at \$1,020.....	657.33	154.67	812.00
Milburn L. Humphrey, of Kentucky, under clerk, 9 days at \$1,020.....	22.67	5.33	28.00
George A. Shutack, of Pennsylvania, under clerk, 17 days at \$1,020.....	48.17	11.33	59.50
Florence K. Laub, of Pennsylvania, under clerk, 7 months 4 days at \$1,020.....	606.33	142.67	749.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Theodore T. Gittings, of District of Columbia, under clerk, 7 months 8 days at \$1,020.....	\$617.67	\$145.33	\$763.00
Antoinette L. Humes, of District of Columbia, under clerk, 6 months 18 days at \$1,020.....	561.00	132.00	693.00
Chancellor N. Brown, of Virginia, under clerk, 2 months 5 days at \$1,020.....	134.17	43.33	227.50
Robert K. Carpenter, of Vermont, temporary under clerk, 1 month 4 days at \$1,020.....	96.33	22.67	119.00
Carrie E. Stuhmann, of Maryland, under clerk, 4 months 17 days at \$1,020.....	388.17	91.33	479.50
James H. Sheridan, of District of Columbia, under clerk, 4 months 19 days at \$1,020.....	393.83	92.67	486.50
Wilfred J. Redmond, of Maryland, under clerk, 7 months 5 days at \$1,020.....	609.17	143.33	752.50
Erma Warrington, of Virginia, under clerk, 1 month at \$1,020..	85.00	20.00	105.00
Anna Felker, of District of Columbia, under clerk, 10 days at \$1,020.....	28.33	6.67	35.00
Mary M. Sullivan, of Massachusetts, under clerk, 15 days at \$1,020.....	42.50	10.00	52.50
Grace M. Mustard, of Colorado, under clerk, 4 months 22 days at \$1,020.....	402.33	94.67	497.00
Nellie Meara, of Illinois, under clerk, 5 months 11 days at \$1,020.....	456.17	107.33	563.50
Albert A. Miller, of Maryland, under clerk, 2 months 12 days at \$1,020.....	204.00	48.00	252.00
Charlotte R. Stoddard, of Rhode Island, under clerk, 3 months 14 days at \$1,020.....	294.67	69.33	364.00
Orval V. Deardorff, of Missouri, under clerk, 3 months 5 days at \$1,020.....	269.17	63.33	332.50
Walter Schnebly, of Illinois, under clerk, 2 months 7 days at \$1,020.....	189.83	44.67	234.50
Verna R. Williams, of Illinois, under clerk, 6 months 25 days at \$1,020.....	580.83	136.67	717.50
Latham G. Pumphrey, of District of Columbia, under clerk, 4 months 26 days at \$1,020.....	413.67	97.33	511.00
Richard T. Quirk, of New Jersey, under clerk, 3 months 15 days at \$1,020.....	297.50	70.00	367.50
Clifford C. Cooke, of District of Columbia, under clerk, 3 months at \$1,020.....	255.00	60.00	315.00
Clarence E. Bogen, of Illinois, under clerk, 1 month 29 days at \$1,020.....	167.17	39.33	206.50
Charles O. Devore, of Kansas, under clerk, 1 month 28 days at \$1,020.....	164.33	38.67	203.00
Frank E. Grutzik, of Wisconsin, under clerk, 1 month 25 days at \$1,020.....	155.83	36.67	192.50
William L. O'Brien, of District of Columbia, under clerk, 3 months 11 days at \$1,020.....	286.17	67.33	353.50
Joseph J. O'Dea, of District of Columbia, under clerk, 11 days at \$1,020.....	31.17	7.33	38.50
Wilbert J. Smith, of New Jersey, under clerk, 2 months 7½ days at \$1,020.....	191.45	45.05	236.50
Josephine K. Lewis, of District of Columbia, under clerk, 3 months at \$1,020.....	255.00	60.00	315.00
A. Leo Buhrman, of Pennsylvania, under clerk, 2 months 26 days at \$1,020.....	243.67	57.33	301.00
Harriett B. Jones, of Virginia, temporary under clerk, 4 months 15 days at \$900; under clerk, 7 months 15 days at \$1,020.....	975.00	240.00	1,215.00
William F. Callahan, of District of Columbia, temporary under clerk, 21 days at \$1,020.....	59.50	14.00	73.50
Anna F. Birkle, of District of Columbia, temporary under clerk, 3 months 24 days at \$1,020.....	323.00	76.00	399.00
Marie L. McAlear, of Rhode Island, temporary under clerk, 3 months 20 days at \$1,020.....	311.67	73.33	385.00
Claribelle Ellsworth, of District of Columbia, temporary under clerk, 3 months 7½ days at \$1,020.....	276.26	64.99	341.25
Marguerite I. Reichel, of New York, temporary under clerk, 3 months 7 days at \$1,020.....	274.83	64.67	339.50
Eva H. Silber, of District of Columbia, temporary under clerk, 2 months 29 days at \$1,020.....	252.17	59.33	311.50
E. B. Van Devanter, of District of Columbia, telephone operator, 1 year at \$1,020.....	1,020.00	240.00	1,260.00
G. P. Plater, of Maryland, assistant foreman laborer, 1 year at \$1,020.....	1,020.00	240.00	1,260.00
Marion Loeb, of District of Columbia, under clerk, 2 months 29 days at \$900, 8 months at \$960.....	862.50	219.33	1,081.83

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Wade H. Allison, Jr., of North Carolina, under clerk, 10 months 26 days at \$960.....	\$869.33	\$217.33	\$1,086.66
Homer F. Johnson, of District of Columbia, under clerk, 8 months 15 days at \$960.....	680.00	170.00	850.00
James E. Ray, of District of Columbia, under clerk, 3 months 26 days at \$960.....	309.33	77.33	386.66
Jane R. Bushong, of West Virginia, under clerk, 5 months 6 days at \$900.....	390.00	104.00	494.00
Vivian E. Culver, of New Hampshire, under clerk, 5 months at \$900.....	375.00	100.00	475.00
Annie L. C. Hubbard, of Virginia, under clerk, 6 months 23 days at \$900.....	507.50	135.33	642.83
Ethel B. Kastler, of District of Columbia, under clerk, 12 days at \$900.....	30.00	8.00	38.00
Mary S. Hansford, of District of Columbia, telephone operator, 1 year at \$900.....	900.00	240.00	1,140.00
Thomas H. Robinson, of District of Columbia, classified laborer, 1 year at \$900.....	900.00	240.00	1,140.00
William Tymous, of District of Columbia, fireman, 4 months 15 days at \$840, 7 months 15 days at \$900.....	877.50	240.00	1,117.50
Frank A. Fisher, of District of Columbia, unskilled laborer, 1 year at \$900.....	900.00	240.00	1,140.00
Horace Clanton, of District of Columbia, unskilled laborer, 5 months 15 days at \$720; temporary fireman, 1 month 15 days at \$900; fireman, 5 months 15 days at \$900.....	817.50	240.00	1,057.50
George E. Shields, of District of Columbia, elevator conductor starter, 1 year at \$840.....	840.00	240.00	1,080.00
Walter L. Rountree, of District of Columbia, watchman, 11 months at \$840.....	770.00	220.00	990.00
Richard E. Queen, of District of Columbia, watchman, 9 months 8 days at \$840.....	648.67	185.33	834.00
William H. Terry, of Maryland, watchman, 1 year at \$840.....	840.00	240.00	1,080.00
Wesley S. Porter, of Mississippi, watchman, 1 year at \$840.....	840.00	240.00	1,080.00
Daniel W. Moore, of Alabama, watchman, 1 year at \$840.....	840.00	240.00	1,080.00
William T. Conray, of District of Columbia, watchman, 1 month 15 days at \$840.....	105.00	30.00	135.00
Ernest A. Payne, of District of Columbia, watchman, 1 month 15 days at \$840.....	105.00	30.00	135.00
Herman Brannum, of District of Columbia, fireman, 4 months 26 days at \$840.....	340.67	97.33	438.00
Elzbirth Richardson, of District of Columbia, fireman, 3 months 15 days at \$840.....	245.00	70.00	315.00
Zete Scott, of District of Columbia, temporary fireman, 1 month 26 days at \$840.....	131.84	37.66	169.50
Addison W. Chapman, of District of Columbia, unskilled laborer, 11 months 28 days at \$840.....	835.33	238.67	1,074.00
James A. Dove, of District of Columbia, unskilled laborer, 1 year at \$840.....	840.00	240.00	1,080.00
Nellie M. Daily, of District of Columbia, fore charwoman, 1 year at \$720.....	720.00	240.00	960.00
George A. Ready, of District of Columbia, messenger boy, 1 year at \$720.....	720.00	240.00	960.00
Paul H. Sheey, of District of Columbia, messenger boy, 1 year at \$720.....	720.00	240.00	960.00
Ernest S. Gross, of District of Columbia, messenger, 8 months 4 days at \$720.....	488.00	162.67	650.67
Louis J. Syphax, of District of Columbia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
Arthur Washington, of Virginia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
William F. Spriggs, of District of Columbia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
James Devine, of District of Columbia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
Charles E. Williams, of North Carolina, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
Albert L. Brown, of District of Columbia, elevator conductor, 7 months 15 days at \$720.....	450.00	150.00	600.00
Horace P. Acwith, of District of Columbia, elevator conductor, 4 months at \$720.....	240.00	80.00	320.00
William Beckley, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
John E. Moore, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Thelma Pritchett, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Amos W. Tyler, of Virginia, unskilled laborer, 1 year, at \$720.....	720.00	240.00	960.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
George Martin, of District of Columbia, unskilled laborer, 1 year, at \$720.....	\$720.00	\$240.00	\$960.00
George Robinson, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Henry F. Humphrey, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
M. Magruder Wilson, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Louis Dorsey, of District of Columbia, unskilled laborer, 11 months 23 days at \$720.....	706.00	235.33	941.33
Samuel Reynolds, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
William E. Hayes, of Pennsylvania, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
James H. Goins, of District of Columbia, unskilled laborer, 1 month at \$660, 11 months at \$720.....	715.00	240.00	955.00
William Gordon, of District of Columbia, unskilled laborer, 10 months 15 days at \$720.....	630.00	210.00	840.00
Robert L. Jackson, of District of Columbia, unskilled laborer, 10 months 28 days at \$720.....	656.00	218.67	874.67
Richard M. Madison, of District of Columbia, unskilled laborer, 3 months 15 days at \$720.....	210.00	70.00	280.00
Charles E. Pinkney, of District of Columbia, unskilled laborer, 4 months 25 days at \$720.....	290.00	96.67	386.67
Humphrey Payne, of District of Columbia, unskilled laborer, 4 months at \$720.....	240.00	80.00	320.00
Robert H. Sneed, of District of Columbia, unskilled laborer, 25 days at \$720.....	50.00	16.67	66.67
Thomas E. Lewis, of District of Columbia, unskilled laborer, 2 months 25 days at \$720.....	170.00	56.67	226.67
Samuel Smith, of Virginia, unskilled laborer, 8 months at \$720.....	480.00	160.00	640.00
J. Leroy Smith, of District of Columbia, messenger, 1 year at \$660.....	660.00	240.00	900.00
Joseph F. Miller, of District of Columbia, messenger boy, 5 months at \$480, 7 months at \$600.....	585.00	240.00	825.00
Harvey E. Turner, of Virginia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Harry Deale, of District of Columbia, messenger boy, 1 month 15 days at \$480; 10 months 15 days at \$600.....	637.50	240.00	877.50
Wirt McKnew, of District of Columbia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Alwin P. Buehler, of District of Columbia, messenger boy, 10 months 4 days at \$600.....	557.33	202.67	760.00
Marshall M. Jones, of District of Columbia, messenger boy, 4 months at \$480; 8 months at \$600.....	600.00	240.00	840.00
Fred W. Cole, jr., of District of Columbia, temporary messenger boy, 1 month 15 days at \$420; messenger boy, 5 months 15 days at \$480, 2 months 15 days at \$600.....	410.00	190.00	600.00
Lawrence Campbell, of District of Columbia, messenger boy, 4 months at \$480, 5 months 15 days at \$600.....	462.50	190.00	652.50
Dorsey H. Kelly, of District of Columbia, messenger boy, 15 days at \$480, 4 months 25 days at \$600.....	285.83	106.67	392.50
Fred Vongariem, of Maryland, messenger boy, 3 months 7½ days, at \$600.....	179.46	65.26	244.72
Alfred T. Vaughn, of Virginia, messenger boy, 2 months 15 days at \$600.....	137.50	50.00	187.50
Ogden H. Donellan, of District of Columbia, under clerk, 3 months 10 days at \$600.....	106.67	66.67	233.34
Vincent Mullen, of Maryland, messenger boy, 9 months 15 days at \$540, 2 months 15 days at \$600.....	552.50	240.00	792.50
W. Clifford Strobel, of District of Columbia, messenger boy, 4 months 15 days at \$480; 7 months 15 days at \$600.....	555.00	240.00	795.00
Roy Busey, of District of Columbia, messenger boy, 9 months 15 days at \$480, 2 months 15 days at \$600.....	505.00	240.00	745.00
F. H. Riley, of District of Columbia, messenger boy, 4 months 15 days at \$540, 7 months 15 days at \$600.....	577.50	240.00	817.50
Norman Treize, of District of Columbia, messenger boy, 6 months 8 days at \$420, 2 months 15 days at \$600, 3 months at \$600.....	506.83	235.33	742.16
Francis E. Hogan, of District of Columbia, messenger boy, 9 months at \$600.....	450.00	180.00	630.00
William E. Kuehling, of District of Columbia, messenger boy, 4 months 15 days at \$480, 4 months 14 days at \$600.....	403.33	179.33	582.66
Wm. Donaldson, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
George Briscoe, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Leonard J. Arnold, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Arthur Gusack, of District of Columbia, messenger boy, 1 year at \$480.....	\$480.00	\$240.00	\$720.00
Warren T. Ayres, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
William G. Stark, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Ida E. Smith, of District of Columbia, matron-charwoman, 1 year at \$480.....	480.00	240.00	720.00
Ia Verne Jackson, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Otis McCauley, of Maryland, messenger boy, 10 months 21 days at \$480.....	428.00	214.00	642.00
Albert B. Ware, of District of Columbia, messenger boy, 2 months 15 days at \$420, 9 months 15 days at \$480.....	467.50	240.00	707.50
G. Francis Daw, of District of Columbia, messenger boy, 11 months 28 days at \$480.....	477.33	238.67	716.00
Merlen Omohundro, of District of Columbia, messenger boy, 11 months 29 days at \$480.....	478.67	239.33	718.00
Andrew M. Gardiner, of District of Columbia, temporary messenger boy, 2 months at \$420; messenger boy, 4 months 15 days at \$420, 5 months 15 days at \$480.....	447.50	240.00	687.50
John H. Muzzy, of District of Columbia, messenger boy, 2 months 11 days at \$420, 8 months at \$480.....	402.83	207.33	610.16
Thos. H. Wolking, of Ohio, messenger boy, 5 months 15 days at \$480.....	220.00	110.00	330.00
Arthur C. Harman, of District of Columbia, messenger boy, 1 month at \$420; 2 months 24½ days at \$480.....	147.43	76.21	223.64
James C. Quick, of District of Columbia, messenger boy, 2 months 23 days at \$480.....	110.67	55.33	166.00
Eugene Schellberg, of District of Columbia, messenger boy, 3 months 5 days at \$480.....	126.67	63.33	190.00
Stanley G. Benjamin, of District of Columbia, messenger boy, 2 months 11½ days at \$480.....	92.37	47.68	140.05
Lemoine Hill, of District of Columbia, messenger boy, 2 months 16 days at \$480.....	101.33	50.67	152.00
Albert E. Gorham, of Virginia, messenger boy, 5 months at \$480.....	200.00	100.00	300.00
John A. Ford, of District of Columbia, messenger boy, 1 month 19 days at \$480.....	64.00	32.00	96.00
Todd O. Thoman, of District of Columbia, temporary messenger boy, 4 months at \$420; messenger boy, 4 months at \$420, 1 month 15 days at \$480.....	340.00	190.00	530.00
Lewis H. Dunnington, of District of Columbia, temporary messenger boy, 5 months 28 days at \$420; messenger boy, 3 months 15 days at \$480.....	347.66	188.66	536.32
Milton Wise, of District of Columbia, temporary messenger boy, 5 months 10 days at \$420; messenger boy, 3 months at \$480.....	306.67	106.67	473.34
John A. Cumberland, of District of Columbia, temporary messenger boy, 2 months 29 days at \$420; messenger boy, 4 months at \$420, 2 months 15 days at \$480.....	343.83	189.33	533.16
Harry Yaffy, of District of Columbia, temporary messenger boy, 2 months at \$420; messenger boy 2 months 15 days at \$420, 7 months 15 days at \$480.....	457.50	240.00	697.50
Edward K. Uhler, of Virginia, temporary messenger boy, 1 month 21 days at \$420; messenger boy, 7 months 15 days at \$480.....	359.50	184.00	543.50
Robert A. McDonald, of District of Columbia, temporary messenger boy, 1 month 5 days at \$420; messenger boy, 7 months at \$480.....	320.83	163.33	484.16
Walter W. Baker, of District of Columbia, temporary messenger boy, 2 months 29 days at \$420; messenger boy, 15 days at \$420, 6 months at \$480.....	361.33	189.33	550.66
Charles E. Manning, of District of Columbia, temporary messenger boy, 3 months 14 days at \$420; messenger boy, 3 months at \$480.....	241.33	129.33	370.66
Richard F. Feary, of New York, temporary messenger boy, 4 months 22 days at \$420; messenger boy, 3 months at \$480.....	285.67	154.67	440.34
Mildred L. Beekwith, of District of Columbia, temporary messenger girl, 1 month 22 days at \$480.....	69.33	34.67	104.00
W. K. Rollison, of District of Columbia, temporary messenger boy, 1 month 21½ days at \$420; messenger boy, 7 months 6½ days at \$480.....	349.29	178.96	528.25
Frank M. Halley, of District of Columbia, temporary messenger boy, 3 months 12 days at \$420; messenger boy, 5 months at \$480.....	319.00	168.00	487.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Alfred A. Effer, of District of Columbia, messenger boy, 8 months 27 days at \$420.....	\$311.50	\$178.00	\$489.50
Francis D. Barrett, of Massachusetts, messenger boy, 1 month 8 days at \$420.....	44.34	25.34	69.68
Harry Meyers, of District of Columbia, messenger boy, 11 days at \$420.....	12.83	7.33	20.16
Brainerd D. Wilson, jr., of South Carolina, messenger boy, 2 months 4 $\frac{1}{2}$ days at \$420.....	75.42	43.09	118.51
W. Selwyn Bahlman, of District of Columbia, messenger boy, 2 months 3 days at \$420.....	73.50	42.00	115.50
John I. O'Brien, of District of Columbia, messenger boy, 1 month at \$420.....	35.00	20.00	55.00
Harold C. Gardiner, of District of Columbia, messenger boy, 2 months at \$420.....	70.00	40.00	110.00
Hubert Gerken, of Virginia, messenger boy, 2 months 16 days at \$420.....	88.66	50.66	139.32
George McKnight, of District of Columbia, temporary messenger boy, 3 months 23 days at \$420; messenger boy, 2 months 24 days at \$420.....	229.83	131.33	361.16
Archie Couper, of District of Columbia, temporary messenger boy, 1 month 25 days at \$420; messenger boy, 5 months 15 days at \$420.....	256.67	146.67	403.34
Earl Willet, of District of Columbia, temporary messenger boy, 4 months 5 $\frac{1}{2}$ days at \$420.....	145.87	83.33	229.20
Edward C. Smith, of District of Columbia, temporary messenger boy, 4 months 4 $\frac{1}{2}$ days at \$420.....	145.75	83.29	229.04
Walter R. Skinner, of District of Columbia, temporary messenger boy, 2 months 9 $\frac{1}{2}$ days at \$420; messenger boy, 2 months 28 $\frac{1}{2}$ days at \$420.....	195.59	111.74	307.33
Charles S. Werdig, of District of Columbia, temporary messenger boy, 2 months 2 days at \$420; messenger boy, 3 months at \$420.....	198.33	113.33	311.66
Aubrey M. Claggett, of Maryland, temporary messenger boy, 6 months 18 days at \$420.....	230.99	131.99	362.98
Cecil Holmes, of Maryland, temporary messenger boy, 5 months 13 $\frac{1}{2}$ days at \$420; messenger boy, 13 days at \$420.....	211.75	120.99	332.74
William H. Jones, of District of Columbia, temporary messenger boy, 4 months 11 $\frac{1}{2}$ days at \$420; messenger boy, 1 month at \$420.....	188.42	107.66	296.08
Raymond M. Sorrels, of District of Columbia, temporary messenger boy, 2 months 3 days at \$420; messenger boy, 7 months 15 days at \$420.....	336.00	192.00	528.00
Bernard Watt, of District of Columbia, temporary messenger boy, 3 months 15 days at \$420; messenger boy, 3 months 15 days at \$420.....	245.00	140.00	385.00
Walter P. McFarland, of Maryland, temporary messenger boy, 4 months 13 days at \$420.....	155.17	88.67	243.84
Ernest W. Ball, of District of Columbia, temporary messenger boy, 4 months 8 days at \$420.....	149.33	85.33	234.66
C. Wesley Mahoney, of District of Columbia, temporary messenger boy, 3 months 29 days at \$420.....	138.83	79.33	218.16
R. Ila Kelso, of District of Columbia, temporary messenger boy, 2 months 10 days at \$420.....	81.67	46.67	128.34
Walter W. Cruik, of Maryland, temporary messenger boy, 1 month 5 days at \$420.....	40.83	23.33	64.16
Morris B. Timmons, of District of Columbia, temporary messenger boy, 2 months 29 $\frac{1}{2}$ days at \$420.....	104.33	59.62	163.95
William Tappan, of District of Columbia, temporary messenger boy, 9 months 12 days at \$420.....	329.00	188.00	517.00
Ashton Youell, of District of Columbia, temporary messenger boy, 2 months 10 days at \$420.....	81.67	46.67	128.34
Walter G. Kolb, of District of Columbia, temporary messenger boy, 25 days at \$420.....	29.17	16.67	45.84
Adolph Dietz, of District of Columbia, temporary messenger boy, 9 days at \$420.....	10.50	6.00	16.50
Edward Burns, of District of Columbia, temporary messenger boy, 2 months 4 days at \$420; messenger boy 14 $\frac{1}{2}$ days at \$420.....	91.24	52.13	143.37
Thomas P. Niland, of District of Columbia, temporary messenger boy, 29 days at \$420.....	33.83	19.33	53.16
N. E. Birch, of District of Columbia, temporary messenger boy, 20 days at \$420.....	23.33	13.33	36.66
Samuel P. Marshall, of District of Columbia, temporary messenger boy, 1 month 11 $\frac{1}{2}$ days at \$420.....	48.00	27.42	75.42
Emanuel Levy, of District of Columbia, temporary messenger boy, 3 months 14 days at \$420.....	121.33	69.33	190.66
James Bickford, of District of Columbia, temporary messenger boy, 14 $\frac{1}{2}$ days at \$420.....	16.92	9.66	26.58

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
John E. Cornell, of District of Columbia, temporary messenger boy, 19½ days at \$120.....	\$22.55	\$12.88	\$35.43
Laurence J. Cavanaugh, of District of Columbia, temporary messenger boy, 3 months 4 days at \$420.....	100.66	62.66	172.32
Glen A. Synder, of Virginia, temporary messenger boy, 12½ days at \$420.....	14.58	8.33	22.91
Herbert R. Hurdle, of District of Columbia, temporary messenger boy, 11 days at \$420.....	12.84	7.34	20.18
Thomas Towney, of District of Columbia, temporary messenger boy, 10 days at \$420.....	11.67	6.67	18.34
Preston E. Brown, of District of Columbia, temporary messenger boy, 17 days at \$420.....	19.83	11.33	31.16
John A. Hunter, jr., of District of Columbia, temporary messenger boy, 1 month 8 days at \$420.....	44.33	25.33	69.66
Ralph D. Tate, of District of Columbia, temporary messenger boy, 4 months 21½ days at \$420.....	164.67	94.09	258.76
Earl W. Haney, of District of Columbia, temporary messenger boy, 5 days at \$420.....	5.83	3.33	9.16
William H. Herbert, of Virginia, temporary messenger boy, 2 months 25 days at \$420.....	99.17	56.67	155.84
Maurice R. Payne, of District of Columbia, temporary messenger boy, 1 month 29½ days at \$420.....	69.41	39.65	109.06
William Day, of District of Columbia, temporary messenger boy, 2 months 17 days at \$420.....	89.83	51.33	141.16
James O. Wade, of District of Columbia, temporary messenger boy, 2 months 23½ days at \$420.....	97.33	55.61	152.94
Charles Zirkle, of District of Columbia, temporary messenger boy, 4 months at \$420.....	140.00	80.00	220.00
John L. Simpson, of District of Columbia, temporary messenger boy, 2 months 15 days at \$420.....	87.50	50.00	137.50
Fred C. Sampson, of District of Columbia, temporary messenger boy, 1 month 1 day at \$420.....	36.17	20.67	56.84
Walter Watt, of District of Columbia, temporary messenger boy, 10 days at \$420.....	11.67	6.67	18.34
Myer Spiklos, of Maryland, temporary messenger boy, 3 months 16 days at \$420.....	123.66	70.66	194.32
Gregory Diegelman, of District of Columbia, temporary messenger boy, 2 months 4 day at \$420.....	70.59	40.33	110.92
John J. Callahan, of District of Columbia, temporary messenger boy, 1 month 10 days at \$420.....	46.67	26.67	73.34
Bell P. McFarland, of Maryland, temporary messenger boy, 1 month 1 day at \$420.....	36.17	20.67	56.84
Gilbert W. Askins, of District of Columbia, temporary messenger boy, 29 days at \$420.....	33.83	19.33	53.16
Thomas E. Edwards, of District of Columbia, temporary messenger boy, 14 days at \$420.....	16.33	9.33	25.66
Elmer Cogan, of Virginia, temporary messenger boy, 1 month 9 days at \$420.....	45.50	26.00	71.50
George McKnew, of District of Columbia, messenger boy, 3 months 15 days at \$420.....	122.50	70.00	192.50
Dwight Horton, of Florida, temporary messenger boy, 1 month 28 days at \$420.....	67.66	38.66	106.32
Robert L. McIntire, of District of Columbia, temporary messenger boy, 3 days at \$420.....	3.50	2.00	5.50
W. Allen Pennoyer, of District of Columbia, temporary messenger boy, 1 day at \$420.....	1.17	.67	1.84
Stephen Bacon, of District of Columbia, temporary messenger boy, 20 days at \$420.....	23.34	13.34	36.68
Mamie Monroe, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Maggie V. Jackson, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Mary L. Gross, of District of Columbia, temporary unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Dinah Belford, of Virginia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Maragret E. Queen, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Charlotte L. Jackson, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Katie Pinkney, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Essie L. Terrell, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Sarah Jason, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Alice Hale, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00

APPROPRIATIONS, EXPENDITURES, AND PERSONS EMPLOYED. 251

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Ethel Lyles, of District of Columbia, unskilled laborer, 1 year at \$240.....	\$240.00	\$144.00	\$384.00
Mary McCowan, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Elizabeth H. Reed, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Mary M. Tafford, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Ruth Delyon, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Bessie Diggs, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Fannie Reeder, of District of Columbia, unskilled laborer, 11 months 15 days, at \$240.....	230.00	138.00	368.00
Blanche Glover, of District of Columbia, unskilled laborer, 11 months, 9 days, at \$240.....	226.00	135.60	361.60
Eliza Lindsey, of District of Columbia, unskilled laborer, 10 months 7 days at \$240.....	204.67	122.80	327.47
Dolly Shellman, of District of Columbia, unskilled laborer, 8 months at \$240.....	160.00	96.00	256.00
Mattie E. Halsey, of District of Columbia, unskilled laborer, 6 months at \$240.....	120.00	72.00	192.00
Mary Peterson, of District of Columbia, unskilled laborer, 9 months at \$240.....	180.00	108.00	288.00
Christine Dericks, of District of Columbia, unskilled laborer, 2 months 15 days at \$240.....	50.00	30.00	80.00
Anita E. Chase, of District of Columbia, unskilled laborer, 1 month 28 days at \$240.....	38.67	23.20	61.87
Cornelia Hicks, of District of Columbia, unskilled laborer, 3 days at \$240.....	2.00	1.20	3.20
Kasino T. Botts, of District of Columbia, unskilled laborer, 1 day at \$240.....	.67	.40	1.07
Fannie Wright, of District of Columbia, unskilled laborer, 15 days at \$240.....	10.00	6.00	16.00
Lucy Thompson, of District of Columbia, unskilled laborer, 2 months 6 days at \$240.....	44.00	26.40	70.40
Hattie N. Barnes, of District of Columbia, unskilled laborer, 2 months 14 days at \$240.....	49.33	29.60	78.93
Total compensation to employees.....	1,527,859.50	161,060.93	1,688,920.43
Special services:			
William Z. Ripley, 4 months 4 days at \$50 per day.....	\$6,200.00		
Henry J. Ford, 3 months at \$1,000 per month.....	3,000.00		
Mark W. Potter, 7 days at \$1,000 per month.....	233.34		
	9,433.34		
Stenography and typewriting:			
195 pages at 60 cent per page.....	\$117.00		
729 pages at 50 cents per page.....	364.50		
251 pages at 48 cents per page.....	120.48		
1,940 pages at 47½ cents per page.....	921.50		
96,025 pages at 42 cents per page.....	40,330.50		
2,419 pages at 40 cent per page.....	967.60		
45,389 pages at 20 cents per page.....	9,077.80		
290 pages at 15 cents per page.....	43.50		
4,644 pages at 12½ cents per page.....	580.50		
40,634 pages at 10 cents per page.....	4,063.40		
1,664 pages at 5 cents per page.....	83.20		
	56,669.98		
Rent of offices in the District of Columbia.....	74,128.49		
Books and periodicals.....	2,835.68		
Special office furniture.....	39.00		
Printing.....	00.00		
Traveling expenses ¹	68,961.51		
Incidental expenses ²	136,365.93		
Total, all other authorized expenditures.....	1,876,293.43		

¹Includes transportation, per diem, and actual subsistence.

²Includes services other than personal, communications, stationery and supplies, furniture and equipment.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
ACCOUNTS.			
Alexander Wylie, of Illinois, director of accounts, 1 year at \$7,500.....	\$7,500.00	.....	\$7,500.00
Will H. Carleton, of Minnesota, assistant director of accounts, 15 days at \$4,800, 11 months 15 days at \$5,000.....	5,950.00	.....	5,950.00
Francis H. McAdams, of New York, assistant director of accounts, 15 days at \$4,500, 11 months 15 days at \$5,000.....	5,937.50	.....	5,937.50
Wilford H. Swinney, of Texas, assistant director of accounts, 15 days at \$4,500, 11 months 15 days at \$5,000.....	5,937.50	.....	5,937.50
Frank S. Fowler, of Pennsylvania, examiner, 15 days at \$4,500, 2 months at \$5,000, chief of depreciation, 9 months 15 days at \$5,000.....	5,770.83	.....	5,770.83
Hugh P. Wetherbee, of Nebraska, examiner, 15 days at \$4,500, 11 months 15 days at \$5,000.....	4,979.17	.....	4,979.17
Paul H. Lawrence, of Ohio, examiner, 15 days at \$4,500, 11 months 15 days at \$5,000.....	4,979.17	.....	4,979.17
Andrew M. Buntin, of Kansas, examiner, 15 days at \$3,900, 11 months 15 days at \$5,000.....	4,954.17	.....	4,954.17
William R. Frederick, of Oklahoma, examiner, 15 days at \$3,000, 11 months 15 days at \$5,000.....	4,916.67	.....	4,916.67
Arthur N. Bean, of Illinois, examiner, 15 days at \$3,000, 11 months 15 days at \$5,000.....	4,916.67	.....	4,916.67
Herbert L. Wick, of Illinois, examiner, 15 days at \$3,000, 11 months 15 days at \$5,000.....	4,916.67	.....	4,916.67
James H. Conroyd, of Illinois, examiner, 15 days at \$3,000, 2 months 15 days at \$3,900, 9 months at \$5,000.....	4,687.50	.....	4,687.50
John B. Bain, of Virginia, examiner, 15 days at \$3,000, 11 months 15 days at \$5,000.....	4,916.67	.....	4,916.67
Edward D. Myers, of New Jersey, examiner, 15 days at \$3,900, 11 months 15 days at \$4,500.....	4,475.00	.....	4,475.00
Bertram Reeder, of Maryland, examiner, 15 days at \$3,900, 11 months 15 days at \$4,500.....	4,475.00	.....	4,475.00
Albert K. Goebel, of Louisiana, examiner, 15 days at \$3,000, 5 months at \$3,900, 6 months 15 days at \$4,500.....	4,187.50	.....	4,187.50
Walter H. Judge, of Texas, examiner, 15 days at \$2,700, 2 months 15 days at \$3,600, 2 months 15 days at \$3,900, 6 months 15 days at \$4,500.....	4,112.50	.....	4,112.50
W. C. Sanford, of Michigan, examiner, 15 days at \$3,600, 11 months 15 days at \$3,900.....	3,887.50	.....	3,887.50
Floyd Soule, of Virginia, examiner, 9 months 24 days at \$3,900.....	3,185.00	.....	3,185.00
Chas. B. Fraser, of Texas, examiner, 15 days at \$2,100, 9 months 15 days at \$2,400, 2 months at \$3,000.....	2,487.50	\$200.00	2,687.50
P. G. De Vaughn, of Missouri, examiner, 15 days at \$2,100, 9 months 15 days at \$2,400, 2 months at \$3,000.....	2,487.50	200.00	2,687.50
Fred C. Seifried, of Illinois, examiner, 5 months at \$3,000.....	1,250.00	.....	1,250.00
C. H. Mackey, of California, examiner, 3 months 28 days at \$3,000.....	983.34	.....	983.34
J. Forbes, of Texas, examiner, 1 month 22 days at \$3,000.....	391.67	.....	391.67
Charles V. Conover, of Michigan, examiner, 15 days at \$2,400, 11 months 15 days at \$2,700.....	2,687.50	48.34	2,735.84
Gilbert I. Jackson, of New York, examiner, 15 days at \$2,400, 11 months 15 days at \$2,700.....	2,687.50	48.34	2,735.84
Lewis K. C. Glover, of Alabama, examiner, 15 days at \$2,400, 11 months 15 days at \$2,700.....	2,687.50	48.34	2,735.84
B. F. Williamson, of California, examiner, 15 days at \$2,100, 11 months 15 days at \$2,700.....	2,675.00	48.34	2,723.34
Edward D. Edgerton, of Illinois, examiner, 15 days at \$1,980, 5 months at \$2,400, 6 months 15 days at \$2,700.....	2,545.00	131.67	2,676.67
Eugene E. Evans, of Kentucky, examiner, 15 days at \$2,220, 5 months at \$2,400, 6 months 15 days at \$2,700.....	2,555.00	131.67	2,686.67
William J. Sweeney, of Virginia, examiner, 15 days at \$2,220, 5 months at \$2,400, 6 months 15 days at \$2,700.....	2,555.00	131.67	2,686.67
M. F. Freeman, of Texas, examiner, 4 months at \$2,700.....	900.00	13.34	913.34
Amos E. Colman, of Illinois, examiner, 15 days at \$2,100, 5 months at \$2,220, 4 months 15 days at \$2,520, 2 months at \$2,700.....	2,407.50	199.17	2,606.67
Harold M. Northcott, of Texas, examiner, 6 months 15 days at \$2,520, 2 months at \$2,700.....	1,815.00	125.84	1,940.84
Wilbur S. Metcalf, of Virginia, accountant, 1 month 15 days at \$2,700.....	337.50	5.03	342.53
Henry P. Parrish, of Alabama, examiner, 15 days at \$2,400, 6 months 4 days at \$2,700.....	1,480.00	30.37	1,510.37
Paul G. Blecke, of Illinois, examiner, 10 months 29 days at \$2,520.....	2,303.00	201.05	2,504.05
Clarence C. Waters, of Illinois, examiner, 9 months 15 days at \$2,520.....	1,995.00	174.17	2,169.17
Harry A. Booth, of Missouri, examiner, 9 months at \$2,520.....	1,890.00	165.00	2,055.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
ACCOUNTS—continued.			
Lloyd E. Stokes, of California, examiner, 9 months at \$2,520.	\$1,890.00	\$165.00	\$2,055.00
James O'Riley, of Missouri, examiner, 15 days at \$2,700, 5 months at \$3,000, 6 months 15 days at \$3,300.	3,150.00	1.66	3,151.66
John G. Jones, of Texas, examiner, 15 days at \$2,220, 5 months at \$2,700, 6 months 15 days at \$3,300.	3,005.00	26.67	3,031.67
Louis N. Lavin, of Illinois, examiner, 5 months 14 days at \$3,300.	1,503.33		1,503.33
John F. Hayes, of Illinois, examiner, 5 months at \$3,300.	1,375.00		1,375.00
Jesse S. Ernest, of Oklahoma, examiner, 15 days at \$2,400, 9 months 15 days at \$2,700, 2 months at \$3,300.	2,787.50	41.67	2,829.17
Claude M. McLauchlin, of District of Columbia, examiner, 15 days at \$2,400, 9 months 15 days at \$3,000, 2 months at \$3,300.	3,025.00	10.00	3,035.00
Thomas P. Larkin, of Pennsylvania, examiner, 15 days at \$2,700, 11 months 15 days at \$3,000.	2,987.50	1.66	2,989.16
F. E. DuBois, of Alabama, examiner, 10 months at \$3,000.	2,500.00		2,500.00
Carroll J. Walton, of California, examiner, 9 months 20 days at \$3,000.	2,416.67		2,416.67
W. H. Boylan, of District of Columbia, examiner, 9 months 11 days at \$3,000.	2,341.67		2,341.67
John R. Hale, of Illinois, examiner, 9 months 15 days at \$3,000.	2,375.00		2,375.00
Charles A. Elssasser, of New Jersey, examiner, 8 months at \$3,000.	2,000.00		2,000.00
Bert H. Wise, of Iowa, examiner, 5 months 15 days at \$2,400, 6 months 15 days at \$3,000.	2,725.00	110.00	2,835.00
William J. Abbey, of Ohio, examiner, 6 months at \$3,000.	1,500.00		1,500.00
Maurice J. McCarthy, of New York, examiner, 5 months 28 days at \$3,000.	1,483.33		1,483.33
G. D. Milholm, of New Jersey, examiner, 4 months at \$3,000.	1,000.00		1,000.00
William B. Wilbur, of Pennsylvania, examiner 3 months at \$3,000.	750.00		750.00
W. S. Hall, of Utah, examiner, 15 days at \$2,220, 9 months 15 days at \$2,700, 2 months at \$3,000.	2,730.00	41.67	2,771.67
James W. Dorsey, of District of Columbia, examiner, 7 months at \$2,520, 2 months at \$3,000.	1,970.00	128.33	2,098.33
Louis H. Reinke, of Illinois, examiner, 5 months 29 days at \$2,400, 3 months at \$2,520, 2 months at \$3,000.	2,323.33	174.33	2,497.66
Hunter P. Dykes, of Alabama, examiner, 15 days at \$2,700, 2 months 15 days at \$3,600, 9 months at \$3,900.	3,787.50	1.66	3,789.16
A. H. Shields, jr., of Texas, examiner, 15 days at \$2,400, 5 months at \$3,300, 6 months 15 days at \$3,900.	3,587.50	10.00	3,597.50
William S. Gaeng, of District of Columbia, examiner, 15 days at \$2,520, 5 months at \$3,300, 6 months 15 days at \$3,900.	3,592.50	9.16	3,601.66
William C. Dorsey, of Illinois, examiner, 4 months 19 days at \$3,000, 6 months 15 days at \$3,900.	3,270.83		3,270.83
Carl L. Peckham, of Illinois, examiner, 15 days at \$2,700, 2 days at \$3,900.	134.17	1.66	135.83
Edmond E. Bruce, of Missouri, examiner, 15 days at \$3,000, 11 months 15 days at \$3,600.	3,575.00		3,575.00
Charles N. Caldwell, of Ohio, examiner, 8 months 20 days at \$3,600.	2,600.00		2,600.00
Warren B. O. Stevenson, of Texas, examiner, 15 days at \$2,400, 5 months at \$3,300, 6 months 15 days at \$3,600.	3,425.00	10.00	3,435.00
Charles McClearn, of Illinois, examiner, 15 days at \$2,700, 5 months at \$3,300, 6 months 15 days at \$3,600.	3,437.50	1.66	3,439.16
Carl M. Rice, of Illinois, examiner, 15 days at \$2,700, 5 months at \$3,000, 6 months 15 days at \$3,600.	3,312.50	1.66	3,314.16
William A. Conroyd, of Illinois, examiner, 5 months 28 days at \$3,600.	1,780.00		1,780.00
Alexander J. Shields, of New York, examiner, 5 months 14 days at \$3,600.	1,640.00		1,640.00
H. W. Germann, of Louisiana, examiner, 5 months at \$3,600.	1,500.00		1,500.00
W. H. Carnes, of Texas, examiner, 5 months at \$3,600.	1,500.00		1,500.00
Ward M. Walhay, of Illinois, examiner, 15 days at \$2,700, 5 months at \$3,000, 4 months 15 days at \$3,300, 2 months at \$3,600.	3,200.00	1.66	3,201.66
Leslie Kerr, of Montana, examiner, 5 months 26 days at \$3,600.	1,760.00		1,760.00
William Gardiner, of California, examiner, 1 month 29 days at \$3,600.	590.00		590.00
Herman O. Floren, of Minnesota, examiner, 15 days at \$2,700, 11 months 15 days at \$3,300.	3,275.00	1.66	3,276.66
Travis A. Sowell, of Louisiana, examiner, 8 months at \$3,300.	2,200.00		2,200.00
M. J. Babb, of Tennessee, examiner, 7 months 13 days at \$3,300.	2,044.17		2,044.17
Robert Hermany of Texas, examiner, 7 months at \$2,520.	1,470.00	128.34	1,598.34
George W. Vale, of Kansas, examiner, 6 months at \$2,520.	1,260.00	110.00	1,370.00
H. V. Rippon, of California, examiner, 5 months 28 days at \$2,520.	1,246.00	108.78	1,354.78

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
ACCOUNTS—continued.			
Martin E. Padden, jr., of Illinois, examiner, 5 months 14 days at \$2,520.....	\$1, 148. 00	\$100. 22	\$1, 248. 22
Allan G. Armstrong, of Virginia, examiner, 5 months at \$2,520.	1, 050. 00	91. 67	1, 141. 67
Edward R. Keefe, of New Jersey, examiner, 8 months 22 days at \$2,520.....	1, 834. 00	160. 11	1, 994. 11
J. A. Jones, of Texas, examiner, 2 months 5 days at \$2,520....	455. 00	39. 73	494. 73
Wm. McLeod, of North Carolina, examiner, 15 days at \$2,220, 9 months 15 days at \$2,400, 2 months at \$2,520.....	2, 412. 50	236. 67	2, 649. 17
Harry C. H. Thompson, of Georgia, accountant, 1 month 15 days at \$2,520.....	315. 00	27. 53	342. 53
Richard J. Chenery, of Oregon, examiner, 15 days at \$2,220, 11 months 3 1/2 days at \$2,400.....	2, 313. 93	232. 14	2, 546. 07
Thomas Lovejoy, of Ohio, examiner, 10 months at \$2,400.....	2, 000. 00	200. 00	2, 200. 00
William E. Sidell, of New Jersey, examiner, 3 months at \$2,220, 9 months at \$2,400.....	2, 355. 00	240. 00	2, 595. 00
James H. McNeill, of Texas, examiner, 8 months 27 days at \$2,400.....	1, 780. 00	178. 00	1, 958. 00
Argyle Womack, of Missouri, examiner, 8 months 11 days at \$2,400.....	1, 673. 33	167. 33	1, 840. 66
Frank T. Detlor, of Missouri, examiner, 7 months 7 days at \$2,400.....	1, 446. 67	144. 67	1, 591. 34
Minto H. Mills, of Illinois, examiner, 7 months at \$2,400.....	1, 400. 00	140. 00	1, 540. 00
Herbert H. Ginz, of Illinois, examiner, 5 months 28 days at \$2,400.....	1, 186. 67	118. 67	1, 305. 34
J. L. Dunlap, of West Virginia, examiner, 15 days at \$2,100, 11 months 15 days at \$2,400.....	2, 387. 50	240. 00	2, 627. 50
N. T. Gilroy, of California, examiner, 5 months 28 days at \$2,400.....	1, 186. 67	118. 67	1, 305. 34
Robert J. Breckinridge, of Missouri, examiner, 15 days at \$2,100, 6 months 15 days at \$2,220, 5 months at \$2,400.....	2, 290. 00	240. 00	2, 530. 00
H. C. Johnson, of New York, examiner, 4 months 21 days at \$2,400.....	940. 00	94. 00	1, 034. 00
Frank J. Moran, of Massachusetts, examiner, 4 months at \$2,400.....	800. 00	80. 00	880. 00
Lewis F. Ormond, of Texas, examiner, 4 months at \$2,400.....	800. 00	80. 00	880. 00
A. F. Brevillier, of Pennsylvania, examiner, 3 months at \$2,100, 7 months at \$2,220, 2 months at \$2,400.....	2, 220. 00	240. 00	2, 460. 00
John J. Foss, of Illinois, examiner, 5 months 15 days at \$2,100, 4 months 15 days at \$2,220, 2 months at \$2,400.....	2, 195. 00	240. 00	2, 435. 00
William W. Buck, of Connecticut, examiner, 15 days at \$1,980, 9 months 15 days at \$2,220, 2 months at \$2,400.....	2, 240. 00	240. 00	2, 480. 00
Fred H. Behring, of Missouri, examiner, 21 days at \$2,400.....	140. 00	14. 00	154. 00
Thomas J. Marrin, of Pennsylvania, examiner, 8 months at \$2,220.....	1, 480. 00	160. 00	1, 640. 00
Murray J. Crandall, of Illinois, examiner, 7 months 15 days at \$2,100, 2 months at \$2,220.....	1, 682. 50	190. 00	1, 872. 50
Howard W. Beckstrom, of Illinois, examiner, 7 months 15 days at \$2,100, 2 months at \$2,220.....	1, 682. 50	190. 00	1, 872. 50
Peter F. Remsen, of Illinois, examiner, 7 months 15 days at \$2,100, 2 months at \$2,220.....	1, 682. 50	190. 00	1, 872. 50
Victor C. Heidrich, of New York, examiner, 7 months 15 days at \$2,100, 2 months at \$2,220.....	1, 682. 50	190. 00	1, 872. 50
Rolla Brown, of Missouri, examiner, 10 months at \$2,100, 2 months at \$2,220.....	2, 120. 00	240. 00	2, 360. 00
T. D. Cowen, of District of Columbia, accountant, 1 month 15 days at \$2,220.....	277. 50	30. 00	307. 50
Oscar A. Roemer, of New York, accountant, 1 month 15 days at \$2,220.....	277. 50	30. 00	307. 50
T. Gibson Broughton, of Virginia, accountant, 1 month 15 days at \$2,220.....	277. 50	30. 00	307. 50
Samuel J. Barclay, of New York, examiner, 1 year at \$2,100..	2, 100. 00	240. 00	2, 340. 00
John A. Munson, of Illinois, examiner, 1 year at \$2,100.....	2, 100. 00	240. 00	2, 340. 00
William L. Houseman, of Kansas, examiner, 1 year at \$2,100..	2, 100. 00	240. 00	2, 340. 00
John H. Lehmann, of District of Columbia, examiner, 9 months 11 days at \$2,100.....	1, 639. 17	187. 33	1, 826. 50
Norman Vought, of Pennsylvania, examiner, 3 months at \$1,860, 9 months at \$2,100.....	2, 040. 00	240. 00	2, 280. 00
Frank S. Wilson, of Tennessee, examiner, 7 months 21 days at \$2,100.....	1, 347. 50	154. 00	1, 501. 50
Edwin K. Owen, of Illinois, examiner, 6 months 15 days at \$2,100.....	1, 137. 50	130. 00	1, 267. 50
Chas. H. Stehli, of Maryland, examiner, 5 months 14 days at \$2,100.....	956. 67	109. 33	1, 066. 00
C. F. Tyrrell, of Connecticut, examiner, 5 months at \$2,100.....	875. 00	100. 00	975. 00
Charles F. Thomas, of Kentucky, senior clerk, 2 months 15 days at \$1,860; examiner, 7 months 15 days at \$1,980, 2 months at \$2,100.....	1, 975. 00	240. 00	2, 215. 00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
ACCOUNTS—continued.			
Archibald G. Kenyon, of Pennsylvania, examiner, 10 months at \$1,860, 2 months at \$2,100.....	\$1,900.00	\$240.00	\$2,140.00
Berbert G. Elfstrand, of Illinois, clerk 2 months 15 days at \$1,740; examiner, 7 months 15 days at \$1,830, 2 months at \$2,100.....	1,875.00	240.00	2,115.00
Ben H. Ott, of Maryland, accountant, 1 month 15 days at \$2,100.....	262.50	30.00	292.50
Ralph C. Wilson, of Pennsylvania, accountant, 1 month 15 days at \$2,100.....	262.50	30.00	292.50
Errol J. De Lanney, of Maryland, accountant, 1 month 15 days at \$2,100.....	262.50	30.00	292.50
Charles C. Moore, of Texas, examiner, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Harry C. Frank, of Rhode Island, clerk, 7 months at \$1,620; senior clerk, 5 months at \$1,860.....	1,720.00	240.00	1,960.00
James F. McNeely, of Wisconsin, clerk, 7 months at \$1,740; senior clerk, 5 months at \$1,860.....	1,790.00	240.00	2,030.00
Frank E. Laddbush, of Massachusetts, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
Louis D. Seisco, of New York, senior clerk, 9 months at \$1,860.....	1,395.00	180.00	1,575.00
Harland Porter, of Illinois, clerk, 6 months 11 days at \$1,500, 5 months at \$1,740.....	1,520.83	227.33	1,748.16
Charles W. Bennett, of Pennsylvania, clerk, 3 months at \$1,500, 9 months at \$1,740.....	1,680.00	240.00	1,920.00
Charles F. Maloy, of Pennsylvania, clerk, 3 months at \$1,620, 9 months at \$1,740.....	1,710.00	240.00	1,950.00
Samuel Siegel, of New York, clerk, 7 months at \$1,620, 5 months at \$1,740.....	1,670.00	240.00	1,910.00
Chas. E. Lowery, of New Jersey, clerk, 3 months at \$1,620.....	405.00	60.00	465.00
Geo. E. Lander, of Minnesota, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Kenneth B. Wheatley, of District of Columbia, junior clerk, 5 months 15 days at \$1,320; clerk, 6 months 15 days at \$1,620.....	1,482.50	240.00	1,722.50
Karl C. Jones, of California, clerk, 10 months at \$1,500, 2 months at \$1,620.....	1,520.00	240.00	1,760.00
Ethel V. Patterson, of Pennsylvania, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Georgiana Moore, of Ohio, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
William L. Wooten, of Illinois, clerk, 7 months 21 days at \$1,500.....	962.50	154.00	1,116.50
Omer H. Dix, of Kentucky, clerk, 7 months 14 days at \$1,500.....	933.33	149.33	1,082.66
Prosper M. Lorette, of New York, junior clerk, 5 months 15 days at \$1,200; clerk, 6 months 15 days at \$1,500.....	1,362.50	240.00	1,602.50
Richard R. Adams, of Illinois, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
James R. Price, of Alabama, junior clerk, 3 months 23 days at \$1,200, 3 months at \$1,320; clerk, 2 months at \$1,500.....	956.67	175.33	1,132.00
Hugo M. Heublein, of Missouri, junior clerk, 10 months at \$1,320; clerk, 2 months at \$1,500.....	1,350.00	240.00	1,590.00
Robert T. Fitzgibbons, of Tennessee, temporary clerk, 1 month at \$1,500; clerk, 1 month 17 days at \$1,500.....	320.83	51.33	372.16
Martin A. Murphy, of District of Columbia, junior clerk, 13 days at \$1,200, 5 months at \$1,380.....	618.33	108.67	727.00
John O. Stanciliff, of Texas, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
W. E. O'Donoghue, of District of Columbia, junior clerk, 7 months 9 days at \$1,200, 2 months at \$1,320.....	950.00	186.00	1,136.00
P. B. Gallagher, of Massachusetts, junior clerk, 2 months at \$1,320.....	220.00	40.00	260.00
Edith M. Oriani, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Anna M. Seidenberg, of District of Columbia, under clerk, 3 months at \$1,080; junior clerk, 9 months at \$1,200.....	1,170.00	240.00	1,410.00
E. A. Hohl, of Minnesota, junior clerk, 6 months 11 days at \$1,200.....	636.67	127.33	764.00
Jean M. Boardman, of Illinois, junior clerk, 8 months 1 day at \$1,200.....	803.34	160.66	964.00
James C. Hatcher, of Alabama, junior clerk, 5 months 28 days at \$1,200.....	593.33	118.67	712.00
Timothy M. Cremins, of Massachusetts, junior clerk, 5 months 14 days at \$1,200.....	546.67	109.33	656.00
J. H. Sneyr, of Texas, temporary junior clerk, 1 month 21 days at \$1,200.....	170.00	34.00	204.00
Snowdy C. Mitchell, of Tennessee, temporary junior clerk, 6 days at \$1,200.....	20.00	4.00	24.00
Helen G. Hoff, of Tennessee, temporary under clerk, 22 days at \$1,020.....	62.33	14.67	77.00
Ethel B. Edwards, of Texas, temporary under clerk, 1 month 10 days at \$1,020.....	113.34	26.66	140.00
Herman L. O'Neal, of District of Columbia, messenger boy, 1 year at \$600.....	600.00	240.00	840.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
ACCOUNTS—continued.			
Mary F. Brooks, of District of Columbia, unskilled laborer, 5 months 3 days at \$240.....	\$102.00	\$61.20	\$163.20
Cora E. Bassett, of District of Columbia, unskilled laborer, 5 months 15 days at \$240.....	110.00	66.00	176.00
Total compensation to employees.....	341,371.81	16,808.15	358,179.96
Traveling expenses ¹	107,816.77		
Incidental expenses ²	30,817.93		
Total, all expenses, examination of accounts.....	480,006.51		
SAFETY.			
Wilfred P. Borland, of Washington, chief of bureau, 1 year at \$5,000.....	\$5,000.00		\$5,000.00
W. J. Patterson, of Minnesota, assistant chief of bureau, 1 year at \$4,500.....	4,500.00		4,500.00
Shirley N. Mills, of Minnesota, assistant chief of bureau, 1 year at \$4,500.....	4,500.00		4,500.00
James E. Howard, of Massachusetts, engineer physicist, 1 year at \$4,500.....	4,500.00		4,500.00
Roscoe F. Walter, of Kentucky, chief attorney, 1 year at \$4,000.....	4,000.00		4,000.00
Monroe C. List, of West Virginia, attorney, 10 months 28 days at \$4,000.....	3,644.44		3,644.44
Stacy H. Myers, of District of Columbia, attorney, 1 year at \$4,000.....	4,000.00		4,000.00
William H. Harland, of New York, senior railway signal engineer, 8 months at \$4,000.....	2,666.67		2,666.67
John P. Kelley, of Massachusetts, inspector, 8 months 15 days at \$3,000; senior mechanical engineer, 3 months at \$3,600.....	3,025.00		3,025.00
Henry D. Lyon, of New York, inspector, 6 months 15 days at \$3,000; senior railway signal engineer, 5 months 15 days at \$3,600.....	3,275.00		3,275.00
Robert S. Gardner, of Ohio, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Frederick A. Howard, of Pennsylvania, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Daniel F. Johnson, of Ohio, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Porter J. Bailey, of Texas, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Allan H. Leonhart, of Pennsylvania, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Charles S. Roberts, of Pennsylvania, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Thomas J. Hicks, of New York, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Joseph P. MacArdle, of Massachusetts, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Walter F. Wagar, of Ohio, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Austin D. Hamilton, of Colorado, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
John R. Walker, of Wyoming, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Howard M. Burch, of Illinois, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Homer P. Hopson, of Connecticut, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Frank F. Engles, of Minnesota, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Sydney R. White, of Ohio, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
A. R. Layman, of Iowa, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Patrick McCauley, of Ohio, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Burt C. Craig, of New York, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Delbert Garman, of Michigan, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
Frank S. Moody, of Texas, inspector, 11 months 15 days at \$3,000.....	2,875.00		2,875.00
William L. Barry, of Massachusetts, inspector, 11 months 16 days at \$3,000.....	2,883.33		2,883.33

¹ Includes transportation and per diem subsistence.

² Includes services other than personal, communications, stationery, supplies, furniture, equipment, and rents outside of the District of Columbia.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
SAFETY—continued.			
Anthony M. Banks, of Pennsylvania, inspector, 11 months 15 days at \$3,000.....	\$2,875.00	.....	\$2,875.00
Francis C. MacDonald, of Illinois, inspector, 11 months 16 days at \$3,000.....	2,883.33	.....	2,883.33
Frank J. Taylor, of Texas, inspector, 11 months 17 days at \$3,000.....	2,891.67	.....	2,891.67
Norris E. Wilson, of Montana, inspector, 9 months 23 days at \$3,000.....	2,441.66	.....	2,441.66
Harry J. Levans, of Ohio, inspector, 9 months 16 days at \$3,000.....	2,383.33	.....	2,383.33
Stephen W. Demint, of Louisiana, inspector, 8 months 26 days at \$3,000.....	2,216.67	.....	2,216.67
Leonard P. Green, of Michigan, inspector, 7 months 27 days at \$3,000.....	1,975.00	.....	1,975.00
Clyde Waldo, of Wisconsin, inspector, 4 months 15 days at \$3,000.....	1,125.00	.....	1,125.00
Cleve H. Madison, of Montana, inspector, 2 months 28 days at \$3,000.....	733.33	.....	733.33
Robert B. Johnson, of Virginia, engineer examiner, 2 months 16 days at \$3,000.....	633.33	.....	633.33
Percy W. Jones, of Illinois, engineer examiner, 2 months at \$3,000.....	500.00	.....	500.00
G. V. Lovering, of Massachusetts, senior clerk, 2 months at \$2,400; inspector, 9 months 15 days at \$2,400.....	2,300.00	\$230.00	2,530.00
Thomas F. Keegan, of Kansas, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Harry C. McAdams, of Missouri, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Walter S. Rice, of Kansas, inspector, 11 months 20 days at \$3,000.....	2,916.67	.....	2,916.67
Howard H. Hoover, of Utah, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Matthew Grimes, of Michigan, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
James S. Hawley, of Massachusetts, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
John L. Temple, of Iowa, inspector, 11 months 17 days at \$3,000.....	2,891.67	.....	2,891.67
Clarence J. Bailey, of Michigan, inspector, 9 months 18 days at \$3,000.....	2,400.00	.....	2,400.00
Howard C. Wright, of Pennsylvania, inspector, 8 months 26 days at \$3,000.....	2,216.67	.....	2,216.67
James O. Tolbert, of Iowa, attorney, 4 months 15 days at \$2,510, 7 months 15 days at \$3,000.....	2,865.00	37.50	2,902.50
Richard R. Cullinane, of Mississippi, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
W. R. Wright, of Missouri, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
James E. Jones, of Illinois, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Jas. A. Lawson, of Texas, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
George B. Winter, of Utah, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Henry Kirch, of New Mexico, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Oscar C. Cash, of Virginia, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Joseph Bromley, of New York, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Orris S. Reynolds, of Kentucky, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
William E. Weeks, of Colorado, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
A. F. Duffy, of Pennsylvania, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
William Dk. Anderson, of Massachusetts, inspector, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Thomas C. Hays, of Kansas, inspector, 6 months, at \$3,000.....	1,500.00	.....	1,500.00
H. A. Adams, of Missouri, inspector, 6 months at \$3,000.....	1,500.00	.....	1,500.00
J. H. Stricklan, of Minnesota, inspector, 2 months 15 days at \$3,000.....	625.00	.....	625.00
Maurice E. Hamilton, of Missouri, inspector, 1 month 24 days at \$3,000.....	450.00	.....	450.00
Burton S. Robertson, of Montana, inspector, 1 month at \$3,000.....	250.00	.....	250.00
Harry M. Priest, of Missouri, inspector, 1 month at \$3,000.....	250.00	.....	250.00
Stephen J. Mayhood, of Missouri, inspector, 1 month at \$3,000.....	250.00	.....	250.00
J. B. Ford, of Alabama, inspector, 1 month at \$3,000.....	250.00	.....	250.00
George Q. Houlehan, of Maine, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation	Total compensation.
SAFETY—continued.			
Herman Felter, of Kentucky, law clerk, 10 months at \$1,860; 2 months at \$1,980.....	\$1, 880.00	\$240.00	\$2, 120.00
Anne H. Crawford, of North Carolina, chief clerk, 1 year at \$1,860.....	1, 860.00	240.00	2, 100.00
Ernest J. Kendrick, of District of Columbia, clerk, 6 months 15 days at \$1,500, 5 months 15 days at \$1,620.....	1, 555.00	240.00	1, 795.00
Harry W. Shinn, of New York, clerk, 1 year at \$1,620.....	1, 620.00	240.00	1, 860.00
Mildred J. Jordan, of Maine, clerk, 11 months 15 days at \$1,500.....	1, 437.50	230.00	1, 667.50
Bertha M. Wey, of Virginia, junior clerk, 1 year at \$1,320.....	1, 320.00	240.00	1, 560.00
Ellen L. Richards, of District of Columbia, junior clerk, 2 months at \$1,200; 10 months at \$1,320.....	1, 300.00	240.00	1, 540.00
Margaret A. Bates, of District of Columbia, under clerk, 1 month 15 days at \$1,080; junior clerk, 10 months 15 days at \$1,200.....	1, 185.00	240.00	1, 425.00
Mary M. Sullivan, of Massachusetts, under clerk, 7 months 15 days at \$1,020; junior clerk, 4 months at \$1,200.....	1, 037.50	230.00	1, 267.50
Ora Emge, of Arkansas, under clerk, 6 months 2 days at \$1,020; junior clerk, 3 months 15 days at \$1,200.....	865.67	191.33	1, 057.00
Jennie L. McKenzie, of Minnesota, junior clerk, 1 year at \$1,200.....	1, 200.00	240.00	1, 440.00
Cornelius J. McHugh, of Pennsylvania, junior clerk, 3 months at \$1,200.....	300.00	60.00	360.00
Dorothy Curry, of New Jersey, junior clerk, 19 days at \$1,280.....	72.83	12.67	85.50
Elna M. Bowling, of Maryland, under clerk, 1 year at \$1,080.....	1, 080.00	240.00	1, 320.00
Simeon C. Capule, of District of Columbia, under clerk, 10 months 29 days at \$1,020.....	932.17	219.33	1, 151.50
Clinton E. Van Sant, of Pennsylvania, under clerk, 24 days at \$1,020.....	68.00	16.00	84.00
Ethel H. Lake, of District of Columbia, under clerk, 5 months 14 days at \$900.....	410.00	109.33	519.33
Hester E. Satterley, of Louisiana, junior clerk, 2 months at \$1,380; clerk, 10 months at \$1,500.....	1, 480.00	240.00	1, 720.00
Albert E. Gorham, of Virginia, messenger boy, 1 month at \$420, 6 months at \$480.....	275.00	140.00	415.00
Rudolph Hower, of District of Columbia, temporary messenger boy, 1 month 11 days at \$420; messenger boy, 1 month at \$420, 6 months at \$480.....	322.83	167.33	490.16
John J. Callahan, of District of Columbia, temporary messenger boy, 1 month 29 days at \$420; messenger boy, 15 days at \$420, 2 months 15 days at \$480.....	186.33	99.33	285.66
Annie M. Wall, of Maryland, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Total compensation to employees.....	212, 300.60	4, 526.82	216, 827.42
Traveling expenses ¹	115, 184.21		
Incidental expenses ²	3, 957.43		
Total, all expenses, bureau of safety.....	331, 442.24		
LOCOMOTIVE INSPECTION.			
Alonzo G. Pack, of Colorado, chief inspector, 1 year at \$5,000.....	5, 000.00		5, 000.00
John M. Hall, of District of Columbia, assistant chief inspector, 1 year at \$4,000.....	4, 000.00		4, 000.00
John A. Shirley, of Texas, assistant chief inspector, 1 year at \$4,000.....	4, 000.00		4, 000.00
John L. Rogers, of Tennessee, senior mechanical engineer, 1 year at \$3,600.....	3, 600.00		3, 600.00
William F. Holton, of Virginia, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
George W. Bennett, of New York, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
Allyn C. Breed, of Illinois, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
Edward G. Simms, of Illinois, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
G. Hayes Coleman, of Ohio, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
Elbridge L. Gibbs, of Texas, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
Herman B. Thurston, of Pennsylvania, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
Frank C. Groom, of New York, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
Edward J. Reardon, of New York, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
John Welsh, of Nebraska, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00
Clarence L. Wilson, of Tennessee, district inspector, 1 year at \$3,000.....	3, 000.00		3, 000.00

¹ Includes transportation and per diem subsistence.

² Includes services other than personal, communications, supplies, furniture, and equipment.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
LOCOMOTIVE INSPECTION—continued.			
Robert M. Williams, of North Carolina, district inspector, 1 year at \$3,000.....	\$3,000.00	.....	\$3,000.00
Albert E. Adams, of Florida, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
August P. Glueck, of Kansas, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
George H. Tolley, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Herbert Lewis, of New York, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Charles J. Klein, of New York, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
James W. Weir, of Michigan, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John Matheson, of Utah, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John F. Dixon, of Wisconsin, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Frank T. Siebert, of Pennsylvania, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
George R. Bennett, of Alabama, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John A. Kimber, of Massachusetts, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
William A. McKeown, of New York, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Gustave A. Wetterlind, of Wisconsin, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Robert E. Higgins, of California, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John B. Brown, of Oregon, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Albert G. Green, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Arthur D. Rogers, of Missouri, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Charles W. Chidester, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Jas. P. Collins, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Edward H. Davidson, of New Jersey, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Jack W. Holder, of Florida, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John V. Harrison, of Kansas, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Percy A. Dunn, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Chas. H. Grossman, of Ohio, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
James E. Clare, of Pennsylvania, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Scott L. Andrews, of Tennessee, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
H. A. Hoffmeister, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John H. Becker, of Ohio, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
James R. Vance, of Illinois, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Lewis L. Crawford, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Robert S. Booth, of North Carolina, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
William O. McCune, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Daniel H. Goodnow, of Illinois, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Harvey L. Detwiler, of Pennsylvania, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Geo. A. O'Connor, of Massachusetts, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Wayland A. Simmons, of Ohio, district inspector, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John L. Ernst, of Kansas, district inspector, 11 months 21 days at \$3,000.....	2,925.00	.....	2,925.00
Oliver G. Hamister, of New York, district inspector, 5 months at \$3,000.....	1,250.00	.....	1,250.00
Clyde Waldo, of Wisconsin, temporary district inspector, 4 months at \$3,000; district inspector, 3 months at \$3,000.....	1,750.00	.....	1,750.00
Lewis E. Keil, of Texas, temporary senior mechanical engineer, 2 months 18 days at \$3,000; senior mechanical engineer, 3 months at \$3,000.....	1,400.00	.....	1,400.00
George M. Jackson, of Tennessee, temporary junior mechanical engineer, 3 months 8 days at \$1,500; junior mechanical engineer 8 months at \$1,500, 15 days at \$1,800.....	1,483.33	\$235.33	1,718.66
Levi Morgan, of West Virginia, clerk, 9 months at \$1,740; senior clerk, 3 months at \$1,800.....	1,755.00	240.00	1,995.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
LOCOMOTIVE INSPECTION—continued.			
Harvey L. McFarland, of Missouri, clerk, 1 year at \$1,740.....	\$1,740.00	\$240.00	\$1,980.00
George J. Heid, of Ohio, clerk, 3 months at \$1,740.....	435.00	60.00	495.00
Roscoe M. Willhite, of Louisiana, junior clerk, 3 months 15 days at \$1,320; clerk, 8 months 15 days at \$1,500.....	1,447.50	240.00	1,687.50
Cornelia Roper, of Arkansas, junior clerk, 3 months 15 days at \$1,320; clerk, 8 months 15 days at \$1,500.....	1,447.50	240.00	1,687.50
Laura M. Monroe, of West Virginia, junior clerk, 3 months 15 days at \$1,200; clerk, 8 months 15 days at \$1,500.....	1,412.50	240.00	1,652.50
Anna Wambaugh, of Pennsylvania, junior clerk, 3 months 15 days at \$1,200, 8 months 15 days at \$1,320.....	1,285.00	240.00	1,525.00
Rosemary Aldrich, of Illinois, junior clerk, 3 months 15 days at \$1,200, 8 months 15 days at \$1,320.....	1,285.00	240.00	1,525.00
M. Louise Seal, of Virginia, junior clerk, 4 months at \$1,200, 8 months at \$1,320.....	1,280.00	240.00	1,520.00
William A. Hughes, of New York, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Annie B. Bolton, of Kentucky, junior clerk, 9 months at \$1,200, 3 months at \$1,320.....	1,230.00	240.00	1,470.00
Bertha D. Luebker, of District of Columbia, junior clerk, 11 months 15 days at \$1,200, 15 days at \$1,320.....	1,205.00	240.00	1,445.00
Charles A. Furst, of Washington, junior clerk, 10 months 1½ days at \$1,320.....	1,107.08	201.28	1,308.36
Nina C. Myers, of Illinois, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Frances Lazerow, of District of Columbia, junior clerk, 1 month at \$1,200.....	100.00	20.00	120.00
Teresa Sullivan, of Virginia, junior clerk, 7 months 7 days at \$1,200.....	723.33	144.67	868.00
Frank J. Callahan, of District of Columbia, temporary under clerk, 5 months 11 days at \$1,080.....	483.00	107.33	590.33
Margaret Brown, of Maine, under clerk, 3 months 6 days at \$1,080.....	288.00	64.00	352.00
Laurence A. Franzin, of Pennsylvania, under clerk, 7 months at \$1,020.....	595.00	140.00	735.00
Kenneth Lyon, of Utah, under clerk, 7 months 3 days at \$1,020.....	518.50	122.00	640.50
Grace S. Werking, of District of Columbia, under clerk, 4 months 25 days at \$1,020.....	410.83	96.67	507.50
Frank M. Pratt, of District of Columbia, under clerk, 2 months at \$1,020.....	170.00	40.00	210.00
Arthur E. Knowles, of District of Columbia, messenger boy, 1 year at \$600.....	600.00	240.00	840.00
Aubrey B. Hartung, of District of Columbia, messenger boy, 3 months 15 days at \$600.....	175.00	70.00	245.00
Carlton D. Albright, of Indiana, messenger boy, 9 months at \$480, 3 months at \$600.....	510.00	240.00	750.00
Emanuel Levy, of District of Columbia, temporary messenger boy, 1 month 1½ days at \$420.....	36.96	21.12	58.08
Carroll M. Flynn, of District of Columbia, messenger boy, 11 days at \$420.....	12.83	7.33	20.16
Maurice F. Fitzgerald, District of Columbia, temporary messenger boy, 4 months 11 days at \$420; messenger boy, 18 days at \$420.....	173.84	99.34	273.18
Total compensation to employees.....	192,295.20	4,789.07	197,084.27
Traveling expenses ¹	74,894.03		
Incidental expenses ²	27,783.87		
Total, all expenses, locomotive inspection.....	294,973.10		
VALUATION.			
<i>General office.</i>			
Charles A. Prouty, of Vermont, director of valuation, 1 year at \$10,000.....	10,000.00		10,000.00
Charles F. Staples, of Minnesota, member advisory board, 1 year at \$9,000.....	9,000.00		9,000.00
James M. Willey, jr., of Oregon, supervisor of accounts, 9 months 15 days at \$7,500, 2 months 15 days at \$9,000.....	7,812.50		7,812.50
T. P. Artaud, of New York, supervisor of land appraisals, 1 year at \$9,000.....	9,000.00		9,000.00
Charles W. Needham, of District of Columbia, solicitor, 1 year at \$7,500.....	7,500.00		7,500.00

¹ Includes transportation and per diem subsistence.

² Includes services other than personal, communications, stationery, supplies, furniture, equipment, an allowance for office rent, clerk hire, etc., outside of Washington.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
General office—Continued.			
Morris A. Zook, of New Jersey, resident engineer, 1 year at \$6,000.....	\$6,000.00		\$6,000.00
Albert B. Manly, of Alabama, assistant supervisor of land appraisals, 1 year at \$6,000.....	6,000.00		6,000.00
Arthur S. Field, of District of Columbia, assistant supervisor of accounts, 1 year at \$5,000.....	5,000.00		5,000.00
Fred Henry Esch, of Wisconsin, senior examiner, 2 months at \$4,500, 6 months at \$5,000.....	3,250.00		3,250.00
Philip J. Doherty, of Massachusetts, attorney, 1 year at \$5,000.....	5,000.00		5,000.00
Harleigh H. Hartman, of Illinois, attorney examiner, 9 months at \$5,000.....	3,750.02		3,750.02
Ralph H. Kimball, of Massachusetts, attorney examiner, 1 year at \$5,000.....	5,000.00		5,000.00
John H. Gray, of Minnesota, valuation analyst, 2 months 8 days at \$5,000.....	944.43		944.43
Roy W. Fletcher, of Utah, assistant supervisor of accounts, 6 months at \$4,200.....	2,100.00		2,100.00
F. C. Hillyer, of Florida, senior examiner, 3 months at \$4,200.....	1,050.00		1,050.00
Milo H. Brinkley, of California, valuation analyst, 1 year at \$1,200.....	4,200.00		4,200.00
Jeremiah P. Kelley, of Rhode Island, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
C. P. Howard, of Illinois, senior civil engineer, 1 year at \$3,600.....	3,600.00		3,600.00
William L. Fulton, of Oregon, senior civil engineer, 10 months at \$3,000, 2 months at \$3,600.....	3,100.00		3,100.00
Calvin Bartlett, of Georgia, senior land appraiser, 11 months at \$3,600.....	3,300.00		3,300.00
John Balch Blood, of Massachusetts, valuation analyst, 11 months 12 days at \$3,600.....	3,420.00		3,420.00
Samuel Keemle, of New York, senior civil engineer, 1 year at \$3,300.....	3,300.00		3,300.00
James W. Ferriter, of Minnesota, senior clerk, 11 months 25 days at \$3,300.....	3,254.17		3,254.17
Thomas H. Beers, of Connecticut, senior civil engineer, 1 year at \$3,000.....	3,000.00		3,000.00
Eugene C. Heron, of Illinois, senior civil engineer, 1 year at \$3,000.....	3,000.00		3,000.00
Albert A. McEntee, of Illinois, senior civil engineer, 1 year at \$3,000.....	3,000.00		3,000.00
Irve E. Odendahl, of Iowa, senior civil engineer, 8 months 15 days at \$3,000.....	2,125.00		2,125.00
Alfred E. Hess, of Pennsylvania, senior civil engineer, 7 months 15 days at \$3,000.....	1,875.00		1,875.00
C. N. Kast, of Washington, senior civil engineer, 4 months at \$3,000.....	1,000.00		1,000.00
W. H. Brenton, of California, senior civil engineer, 4 months, 24 days at \$3,000.....	1,200.00		1,200.00
Henry E. Howard, of New Hampshire, senior mechanical engineer, 9 months at \$3,000.....	2,250.00		2,250.00
Frederick F. Schaller, of New Jersey, senior signal engineer, 3 months at \$2,400, 9 months at \$3,000.....	2,850.00	\$60.00	2,910.00
Vernon W. Cannon, of Virginia, accountant, 5 months 14 days at \$3,000.....	1,366.67		1,366.67
August T. Hanson, of Wisconsin, accountant, 10 months, 20 days at \$3,000.....	2,666.67		2,666.67
P. L. Hall, of Utah, accountant, 8 months 11 days, at \$3,000.....	2,091.67		2,091.67
John T. Marchand, of Illinois, attorney, 3 months 15 days at \$2,520, 8 months 15 days at \$3,000.....	2,860.00	64.16	2,924.16
Maunling S. Fleming, of Florida, senior land appraiser, 10 months at \$3,000.....	2,500.00		2,500.00
John A. Zelinski, of Ohio, senior land appraiser, 7 months 15 days at \$3,000.....	1,875.00		1,875.00
S. Leon Levy, of District of Columbia, temporary economist 4 months 20 days at \$3,000.....	1,166.67		1,166.67
Charles S. Morgan, of Connecticut, valuation analyst 1 year at \$3,000.....	3,000.00		3,000.00
G. Philip Werner, of Illinois, senior clerk 1 year at \$3,000.....	3,000.00		3,000.00
Archibald H. Morrow, of Oregon, senior clerk, 1 year at \$3,000.....	3,000.00		3,000.00
James F. Caldwell, of Missouri, senior clerk, 1 year at \$2,640.....	2,640.00	100.00	2,740.00
James W. Waller, of Tennessee, senior civil engineer, 10 months 15 days at \$2,400.....	2,100.00	210.00	2,310.00
Kenneth P. Armstrong, of Massachusetts, senior civil engineer 4 months 15 days at \$2,220; 7 months 15 days at \$2,400.....	2,332.50	240.00	2,572.50
Frank P. Finley, of Ohio, senior civil engineer, 7 months 7 days at \$2,400.....	1,446.67	144.67	1,591.34

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>General office—Continued.</i>			
W. D. Platner, of Iowa, senior land appraiser, 10 months 29 days at \$2,400.....	\$2,193.33	\$219.32	\$2,412.66
Charles P. Elmer, of Ohio, senior clerk, 1 month at \$1,980, 10 months 28 days at \$2,400.....	2,351.67	238.67	2,590.34
W. H. Shields, of Maryland, senior clerk, 6 months 15 days at \$2,400.....	1,300.00	130.00	1,430.00
Robert F. McMillan, of Indiana, senior clerk, 8 months 15 days at \$2,400.....	1,700.00	170.00	1,870.00
Raymond G. De Frees, of Iowa, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Robert Coe, of District of Columbia, senior civil engineer, 5 months 27 days at \$2,100.....	1,032.50	118.00	1,150.50
F. B. Van Brunt, of Ohio, senior civil engineer, 1 month at \$2,100.....	175.00	20.00	195.00
Robert J. Ballard, of New Hampshire, temporary senior electrical engineer, 2 months 10 days at \$2,100; senior telephone and telegraph engineer, 4 months 15 days at \$2,100.....	1,195.83	136.67	1,332.50
Harry L. Whitney, of New York, senior electrical engineer, 5 months 4 days at \$2,100.....	898.34	102.66	1,001.00
Grover L. Swink, of New York, senior land appraiser, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Homer H. Kirby, of Ohio, senior land appraiser, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Herbert S. Metcalf, of Illinois, senior clerk, 3 months at \$1,980, 9 months at \$2,100.....	2,070.00	240.00	2,310.00
James B. Paris, of Pennsylvania, senior clerk, 1 month 28 days at \$1,500, 1 month 4 days at \$1,620; senior clerk, 28 days at \$2,100.....	558.00	\$0.01	638.01
Arba T. Stuntz, of Minnesota, senior clerk, 3 months at \$1,980, 9 months at \$2,100.....	2,070.00	240.00	2,310.00
R. J. Lehman, of Illinois, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Wm. A. Kilerlane, of District of Columbia, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Marion K. Quigley, District of Columbia, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
John E. Ragan, of Iowa, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
George E. Bequette, of Missouri, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Alvah B. Whedon, of New York, temporary junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Carlton R. Willett, of Texas, senior clerk, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Perry R. Baker, of Missouri, clerk, 9 months at \$1,500; senior clerk, 3 months at \$1,800.....	1,575.00	240.00	1,815.00
William H. Taylor, of Pennsylvania, clerk, 1 month 15 days at \$1,500, 10 months 15 days at \$1,740.....	1,710.00	240.00	1,950.00
Clarence P. Lewis, of New York, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Charles W. Lund, of Florida, clerk, 2 months at \$1,500, 10 months at \$1,620.....	1,600.00	240.00	1,840.00
Mary Day Meloy, of New York, junior clerk, 1 month 23 days at \$1,320; clerk, 9 months 15 days at \$1,620.....	1,476.83	225.33	1,702.16
William N. Crymes, of District of Columbia, clerk, 1 year at \$1,560.....	1,560.00	240.00	1,800.00
R. Nelson Simmons, of Minnesota, junior clerk, 2 months at \$1,200; clerk, 10 months at \$1,500.....	1,450.00	240.00	1,690.00
William A. Knight, of Mississippi, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
John A. Lawless, of District of Columbia, clerk, 3 months 24 days at \$1,500.....	475.00	76.00	551.00
Bertha Shaver, of Tennessee, junior clerk, 8 months 15 days at \$1,200; clerk, 3 months 15 days at \$1,500.....	1,287.50	240.00	1,527.50
Gertrude A. Gildea, of Pennsylvania, junior clerk, 1 month at \$1,320; clerk, 10 months 26½ days at \$1,500.....	1,471.01	237.75	1,708.76
Charles V. Sivenius, of Oregon, junior clerk, 1 month at \$1,320; clerk, 11 months at \$1,500.....	1,485.00	240.00	1,725.00
Edwin V. Byrne, of Virginia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Max J. Guerth, of New Jersey, clerk, 11 months 18 days at \$1,500.....	1,450.00	232.00	1,682.00
Norina M. Lenzi, of Massachusetts, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Frances Richards, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Robert L. Feuerstein, of Colorado, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
William J. Tompkins, of Georgia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Harry Yerrick, of Pennsylvania, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Arthur L. Dismon, of New York, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Catherine M. Etter, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Joe N. Bourne, of Iowa, junior clerk, 28 days at \$1,380.....	107.33	18.67	126.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
General office—Continued.			
Jeanette Loeb, of District of Columbia, junior clerk, 3 months at \$1,380.....	\$345.00	\$60.00	\$405.00
Frank M. Cooke, of Pennsylvania, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Leona B. Rabbitt, of Maryland, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
A. Mabel Stiles, of New Jersey, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Charles B. Wood, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Maria C. McNiff, of Massachusetts, junior clerk, 5 months 28 days at \$1,200.....	593.33	118.67	712.00
Helen S. Finn, of District of Columbia, junior clerk, 7 months 2 days at \$1,200.....	706.67	141.33	848.00
Esther M. Roebken, of Missouri, junior clerk, 6 months 26 days at \$1,200.....	686.67	137.33	824.00
William H. Cook, of Virginia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Mary K. Werner, of District of Columbia, junior clerk, 1 month 17 days at \$1,200.....	156.67	31.33	188.00
J. Iva Vernon, of South Carolina, junior clerk, 3 months 25 days at \$1,200.....	385.23	77.05	462.28
Warren H. Hunt, of District of Columbia, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Estella E. Schild, of Indiana, junior clerk, 10 months 8 days at \$1,200.....	1,026.67	205.33	1,232.00
Mary V. Whalen, of Pennsylvania, junior clerk, 10 months 15 days at \$1,200.....	1,050.00	210.00	1,260.00
Mary E. Hyde, of New York, junior clerk, 10 months 19 days at \$1,200.....	1,063.33	212.67	1,276.00
Horace W. Allyn, of Wisconsin, junior clerk, 11 months 5 days at \$1,200.....	1,116.67	223.33	1,340.00
Evelyn M. Koshnick, of Wisconsin, junior clerk, 11 months 28 days at \$1,200.....	1,193.33	238.67	1,432.00
A. Isobel Carpenter, of North Dakota, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Robert L. Terrell, of Virginia, under clerk, 6 months at \$1,080; junior clerk, 5 months 6 days at \$1,200.....	1,060.00	224.00	1,284.00
Eva F. Fahlguest, of Washington, junior clerk, 2 months at \$1,200.....	200.00	40.00	240.00
Edna T. Brady, of Rhode Island, junior clerk, 4 months 21 days at \$1,200.....	470.00	94.00	564.00
Jacob W. Golob, of New York, junior clerk, 2 months 14 days at \$1,200.....	246.67	49.33	296.00
J. Roland Follmer, of Pennsylvania, junior clerk, 5 months 21 days at \$1,200.....	570.00	114.00	684.00
Samuel Ginsburg, of Massachusetts, junior clerk, 5 months 21 days at \$1,200.....	570.00	114.00	684.00
Andrew R. Burch, of District of Columbia, junior clerk, 1 month 6½ days at \$1,200.....	122.02	24.40	146.42
Florence Murphy, of Idaho, temporary junior clerk, 19 days at \$1,200.....	96.67	19.33	116.00
Nellie H. McGill, of Kentucky, junior clerk, 1 month 15 days at \$1,200.....	150.00	30.00	180.00
Elizabeth J. Sherman, of Massachusetts, junior clerk, 3 days at \$1,200.....	10.00	2.00	12.00
Henry E. Connors, of Massachusetts, junior clerk, 1 month 6 days at \$1,200.....	120.00	24.00	144.00
Stella M. Henson, of District of Columbia, junior clerk, 24 days at \$1,200.....	80.00	16.00	96.00
Marjorie G. Moody, of New Jersey, under clerk, 4 months 15 days at \$1,020; junior clerk, 3 months 15 days at \$1,200.....	732.50	160.00	892.50
Viola M. Schadel, of New York, junior clerk, 1 month 9 days at \$1,200.....	130.00	26.00	156.00
Joseph Troupe, of District of Columbia, junior clerk, 11 days at \$1,200.....	36.67	7.33	44.00
Leslie M. Miller, of Virginia, junior clerk, 2 months 23 days at \$1,200.....	276.67	55.33	332.00
Winnie M. Cooper, of Oklahoma, under clerk, 8 months at \$1,020; junior clerk, 4 months at \$1,200.....	1,080.00	240.00	1,320.00
Arthur T. Mark, of District of Columbia, under clerk, 1 year at \$1,080.....	1,080.00	240.00	1,320.00
Mabel W. Elmer, of District of Columbia, under clerk, 4 months 15 days at \$1,020.....	382.50	90.00	472.50
Gladys Underkofler, of Wisconsin, under clerk, 4 months 28 days at \$1,020.....	419.33	98.67	518.00
Othmar Solnitzky, of District of Columbia, under clerk, 1 month 4 days at \$1,020.....	96.33	22.67	119.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>General office—Continued.</i>			
Paul J. Sedgwick, of District of Columbia, temporary under clerk, 1 month 14 days at \$1,020; under clerk, 3 days at \$1,020.	\$133.17	\$31.33	\$164.50
George R. Burton, of District of Columbia, under clerk, 4 months 12 days at \$1,020.	374.00	88.00	462.00
John A. Prior, of Rhode Island, under clerk, 4 months 15 days at \$1,020.	382.50	90.00	472.50
Elizabeth H. Daniel, of Virginia, under clerk, 9 months 18 days at \$1,020.	816.00	192.00	1,008.00
Louis M. Grabill, of Virginia, messenger boy, 1 year at \$600.	600.00	240.00	840.00
Norman A. Marceron, of District of Columbia, messenger boy, 1 year at \$480.	480.00	240.00	720.00
Frank S. Waple, of District of Columbia, messenger boy, 4 months 17 days at \$350, 7 months at \$420.	382.00	222.20	604.20
<i>Eastern district.</i>			
Edwin F. Wendt, of Pennsylvania, member engineering board, 1 year at \$9,000.	9,000.00		9,000.00
Charles H. Spencer, of District of Columbia, district engineer, 1 year at \$6,000.	6,000.00		6,000.00
Benjamin T. Elmore, of Virginia, assistant district engineer, 1 year at \$5,000.	5,000.00		5,000.00
John Reed, of Maine, senior civil engineer, 10 months at \$4,500.	3,750.00		3,750.00
Warrick R. Edwards, of Maryland, senior structural engineer, 1 year at \$4,500.	4,500.00		4,500.00
Wilbur P. Richardson, of Pennsylvania, senior mechanical engineer, 1 year at \$4,500.	4,500.00		4,500.00
George Warren, of New York, senior architect, 1 year at \$4,500.	4,500.00		4,500.00
William H. Harland, of New York, senior signal engineer, 4 months at \$4,500.	1,500.00		1,500.00
W. M. Hoover, of Pennsylvania, senior civil engineer, 1 year at \$3,600.	3,600.00		3,600.00
Chas. Henry Quimby, jr., of New York, senior civil engineer, 9 months 15 days at \$3,600.	2,850.00		2,850.00
Fred W. Ranno, of Utah, senior civil engineer, 9 months 15 days at \$3,600.	2,850.00		2,850.00
Thomas B. Smith, of Pennsylvania, senior electrical engineer, 4 months at \$3,000, 8 months at \$3,600.	3,400.00		3,400.00
Charles A. Knowles, of Connecticut, senior civil engineer, 1 year at \$3,000.	3,000.00		3,000.00
Louis Berman, of Connecticut, senior civil engineer, 8 days at \$3,000.	66.67		66.67
Herbert J. Ord, of New York, senior structural engineer, 1 year at \$3,000.	3,000.00		3,000.00
Henry C. Howard, of New Hampshire, senior mechanical engineer, 3 months at \$3,000.	750.00		750.00
Alva G. Nye, of New York, senior signal engineer, 5 months at \$2,400, 7 months at \$3,000.	2,750.00	100.00	2,850.00
Ray Howard Rice, of Virginia, senior architect, 1 month at \$2,400, 11 months at \$3,000.	2,950.00	20.00	2,970.00
Alfred W. Booth, of New Jersey, senior civil engineer, 1 year at \$2,700.	2,700.00	40.00	2,740.00
Frederick W. Amadon, of Connecticut, senior civil engineer, 1 year at \$2,700.	2,700.00	40.00	2,740.00
Herinan O. Weiss, of New York, senior mechanical engineer, 5 months at \$2,100, 7 months at \$2,700.	2,450.00	123.33	2,573.33
Edward H. Spiers, of Virginia, senior civil engineer, 11 months 9½ days at \$2,400.	2,264.05	223.40	2,490.45
David F. Benjamin, of Massachusetts, senior civil engineer, 11 months 6 days at \$2,400.	2,240.00	224.00	2,464.00
Odin B. Bestor, of Maryland, senior civil engineer, 11 months 7½ days at \$2,400.	2,250.01	225.00	2,475.01
Lawrence H. Allen, of Massachusetts, senior civil engineer, 1 year at \$2,400.	2,400.00	240.00	2,640.00
Ayden A. Dibble, of New York, senior civil engineer, 1 year at \$2,400.	2,400.00	240.00	2,640.00
William T. Brooks, of Maryland, senior civil engineer, 1 year at \$2,400.	2,400.00	240.00	2,640.00
W. T. W. Hooftagle, of North Carolina, senior civil engineer, 4 months 17 days at \$2,400.	913.33	91.33	1,004.66
Roger T. Boyden, of Massachusetts, senior civil engineer, 3 months at \$1,980, 9 months at \$2,400.	2,295.00	240.00	2,535.00
Herbert F. Campbell, of Pennsylvania, senior mechanical engineer, 1 year at \$2,400.	2,400.00	240.00	2,640.00
John P. Cook, of New York, senior mechanical engineer, 1 year at \$2,400.	2,400.00	240.00	2,640.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
J. Paul Shamberger, of Illinois, senior mechanical engineer, 1 year at \$2,400.....	\$2,400.00	\$240.00	\$2,640.00
Frank H. Becherer, of New York, senior mechanical engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Edward Nowell Davis, of Massachusetts, senior electrical engineer, 11 months at \$2,400.....	2,200.00	220.00	2,420.00
John P. Moore, of Pennsylvania, senior electrical engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
John E. Manzel, of New York, senior electrical engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Bernard B. Caviston, of New York, senior signal engineer, 5 months at \$2,100, 7 months at \$2,400.....	2,275.00	240.00	2,515.00
Albert Korte, of Pennsylvania, senior architect, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
George P. Bogue, of Maine, senior architect, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Edward E. Richardson, of District of Columbia, senior inspector motive power, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
John J. Reid, of Pennsylvania, senior inspector motive power, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Michael Jungling, of North Carolina, senior inspector motive power, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
James S. Henderson, of New York, senior inspector car equipment, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Oliver G. Hamister, of New York, senior inspector motive power, 7 months at \$2,100.....	1,400.00	140.00	1,540.00
Raymond V. Root, of Connecticut, senior civil engineer, 3 months at \$2,100, 9 months at \$2,280.....	2,235.00	240.00	2,475.00
C. E. Ackerman, jr., of New York, senior civil engineer, 3 months at \$1,980, 9 months at \$2,280.....	2,205.00	240.00	2,445.00
John Reimann, of Connecticut, senior civil engineer, 3 months at \$1,980, 9 months at \$2,280.....	2,205.00	240.00	2,445.00
Harold H. Howland, of Massachusetts, senior civil engineer, 3 months at \$2,100, 9 months at \$2,280.....	2,235.00	240.00	2,475.00
Benjamin Paul Burtis, of New Jersey, senior civil engineer, 4 months at \$1,980, 8 months at \$2,280.....	2,180.00	240.00	2,420.00
Stuart E. Burdick, of Connecticut, senior civil engineer, 4 months at \$1,980, 8 months at \$2,280.....	2,180.00	240.00	2,420.00
Martin Osyer, of New York, senior civil engineer, 4 months at \$1,980, 8 months at \$2,280.....	2,180.00	240.00	2,420.00
Herman C. Koelz, of West Virginia, senior civil engineer, 3 months at \$1,980, 13½ days at \$2,280.....	581.85	69.14	650.99
Justin F. Gates, of New York, senior civil engineer, 3 months at \$1,980, 3 months at \$2,280.....	1,065.00	120.00	1,185.00
Frederick K. Moss, of West Virginia, senior civil engineer, 3 months at \$1,980, 4 months 12 days at \$2,280.....	1,331.00	148.00	1,479.00
Stuart B. Over, of Pennsylvania, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Guy H. Goodman, of Connecticut, senior civil engineer, 11 months 20½ days at \$2,100.....	2,044.59	233.66	2,278.25
Francis R. Bell, of New York, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edward J. Donahue, of Vermont, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
W. F. Leheldt, of California, senior civil engineer, 3 months at \$1,800, 9 months at \$2,100.....	2,025.00	240.00	2,265.00
Arthur J. Foote, of Massachusetts, senior civil engineer, 4 months at \$1,800, 8 months at \$2,100.....	2,000.00	240.00	2,240.00
Archie X. Marilley, of New York, junior civil engineer, 5 months at \$1,800, senior civil engineer, 7 months at \$2,100.....	1,975.00	240.00	2,215.00
Samuel Meisels, of New York, junior electrical engineer, 3 months at \$1,680, 3 months at \$1,920; senior electrical engineer, 6 months at \$2,100.....	1,950.00	240.00	2,190.00
James W. Butler, of Mississippi, temporary senior electrical engineer, 5 months 18 days at \$2,100.....	950.00	112.00	1,062.00
Harold L. English, of New York, senior structural engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Samuel Rosenzweig, of New York, senior structural engineer, 3 months at \$1,800, 9 months at \$2,100.....	2,025.00	240.00	2,265.00
Eugene Isaacs, of New York, senior mechanical engineer, 3 months at \$1,800, 9 months at \$2,100.....	2,025.00	240.00	2,265.00
Harry M. Kestenbaum, of Pennsylvania, temporary senior mechanical engineer, 3 months 14 days at \$2,100; senior mechanical engineer, 1 month 21 days at \$2,100.....	904.17	103.33	1,007.50
R. H. Allen, of Connecticut, temporary senior mechanical engineer, 3 months at \$2,100.....	525.00	00.00	525.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
Walter L. Simpson, of Maryland, temporary senior mechanical engineer, 2 months at \$2,100.....	\$350.00	\$40.00	\$390.00
Oliver F. Morrett, of Pennsylvania, temporary senior mechanical engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edmund L. Buchanan, of Maryland, temporary senior mechanical engineer, 8 months 11 days at \$2,100; appraiser of machine tools, 1 month at \$2,100.....	1,639.17	187.33	1,826.50
Donald W. Clayton, of North Carolina, senior signal engineer, 4 months 26 days at \$2,100.....	851.67	97.33	949.00
David E. Anderson, of Massachusetts, senior architect, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Jay C. Furry, of Pennsylvania, senior architect, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Harry A. Brandt, of New York, senior architect, 7 months 19 days at \$2,100.....	1,335.93	152.67	1,488.50
Abraham K. Mosley, of New York, junior architect, 4 months at \$1,680; senior architect, 1 month at \$2,100.....	735.00	100.00	835.00
Otho H. Miller, of Virginia, temporary senior architect, 2 months 22 days at \$2,100; senior architect, 4 months 5 days at \$2,100.....	1,207.50	138.00	1,345.50
Arthur S. Watson, of Maryland, temporary senior mechanical engineer, 24 days at \$2,100; senior inspector motive power, 9 months at \$2,100.....	1,715.00	196.00	1,911.00
Geo. H. Freeman, of New York, senior inspector car equipment, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
Alvin Siefried, of Minnesota, chief clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Harry S. Abell, of Virginia, junior civil engineer, 3 months at \$1,800; senior civil engineer, 1 month at \$2,100; junior civil engineer, 7 months 28 days at \$1,980.....	1,934.00	238.67	2,172.67
Albin L. Gemeny, of Virginia, senior architect, 1 month 19 days at \$1,980.....	269.50	32.67	302.17
Albert Deane Clappe, of New Jersey, junior civil engineer, 3 months at \$1,800, 9 months at \$1,920.....	1,890.00	240.00	2,130.00
John J. Callahan, of New Jersey, temporary junior civil engineer, 5 months 25 days at \$1,680; junior civil engineer, 4 months at \$1,920.....	1,456.67	196.67	1,653.34
Francis E. Hafl, of New Jersey, junior civil engineer, 3 months at \$1,680, 9 months at \$1,920.....	1,860.00	240.00	2,100.00
M. Friedman, of New York, junior civil engineer, 3 months at \$1,680, 9 months at \$1,920.....	1,860.00	240.00	2,100.00
Frank M. Egan, of New York, junior architect, 11 months at \$1,920.....	1,760.00	220.00	1,980.00
Henry L. Lyman, of Idaho, temporary junior architect, 3 months 27 days at \$1,920; junior civil engineer, 8 months at \$1,920.....	1,904.00	238.00	2,142.00
John A. Griffin, of Illinois, temporary junior architect, 1 month 23 days at \$1,920.....	282.67	35.33	318.00
Hale A. Clark, of Maryland, senior structural engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
Joseph Vincent Walsh, of New York, senior structural engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
Harvey A. Jones, of New York, senior architect, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
Pineus Rothenberg, of New York, junior architect, 3 months at \$1,800; 9 months at \$1,920.....	1,800.00	240.00	2,130.00
Frank Tadel, of New York, senior architect, 3 months at \$1,800; 9 months at \$1,920.....	1,890.00	240.00	2,130.00
C. J. Muncie, of New York, junior architect, 4 months at \$1,680, 8 months at \$1,920.....	1,840.00	240.00	2,080.00
Vincent P. Maher, of New York, temporary junior civil engineer, 4 months at \$1,680; junior architect, 8 months at \$1,920.....	1,840.00	240.00	2,080.00
Stephen J. Joyce, of Pennsylvania, junior architect, 5 months 21 days at \$1,920.....	912.00	114.00	1,026.00
Howard W. Russell, of Delaware, senior civil engineer, 11 months 7 days at \$1,800.....	1,685.00	224.67	1,909.67
George W. Hunt, of Pennsylvania, senior civil engineer, 2 months at \$1,800.....	300.00	40.00	340.00
John P. Kivlen, jr., of New York, junior civil engineer, 11 months 4 days at \$1,800.....	1,670.00	222.67	1,892.67
Everett T. Cripps, of Rhode Island, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Edward Dahill, jr., of Massachusetts, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Carroll F. Blanchard, of Connecticut, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1931—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
C. Townsend Fuller, of New York, junior civil engineer, 1 year at \$1,800.....	\$1,800.00	\$240.00	\$2,040.00
Manning G. Williams, of Maine, junior civil engineer, 1 month 7 days at \$1,800.....	185.00	24.67	209.67
Charles C. Grant, of District of Columbia, temporary junior civil engineer, 2 months 16 days at \$1,680; junior civil engineer, 8 months 14 days at \$1,800.....	1,562.17	211.67	1,773.84
James J. Kelly, of New York, temporary junior civil engineer, 3 months at \$1,680; junior civil engineer, 9 months at \$1,800.....	1,770.00	240.00	2,010.00
John C. Myrick, of Virginia, junior civil engineer, 3 months at \$1,500; 7 months 27½ days at \$1,800.....	1,561.43	218.19	1,779.62
William A. Rice, of New York, junior civil engineer, 3 months at \$1,680; 9 months at \$1,800.....	1,770.00	240.00	2,010.00
Abraham C. Fisher, of Pennsylvania, temporary junior civil engineer, 4 months at \$1,680; junior civil engineer, 8 months at \$1,800.....	1,760.00	240.00	2,000.00
Henry Janney, of Maryland, temporary junior civil engineer, 2 months 29 days at \$1,800; junior civil engineer, 5 months at \$1,800.....	1,195.00	159.33	1,354.33
Arthur D. Lynn, of Ohio, temporary junior civil engineer, 1 month 26 days at \$1,800.....	280.00	37.33	317.33
Alvah B. Whedon, of New York, temporary junior civil engineer, 4 months at \$1,680; junior civil engineer, 4 months at \$1,800.....	1,160.00	160.00	1,320.00
Edwin F. Hoyt, of Pennsylvania, temporary junior civil engineer, 3 months 23 days at \$1,800; junior civil engineer, 2 months 17 days at \$1,800.....	950.00	126.66	1,076.66
Winfield F. Carter, of Virginia, temporary junior civil engineer, 1 month 15 days at \$1,800.....	225.00	30.00	255.00
G. B. Byam, of Massachusetts, junior civil engineer, 1 month 2½ days at \$1,800.....	162.50	21.66	184.16
Fred S. Childs, of Massachusetts, temporary junior civil engineer, 3 months 20 days at \$1,800; junior civil engineer, 5 months at \$1,800.....	1,300.00	173.33	1,473.33
S. B. Arison, of New York, junior structural engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Cornelius F. O'Leary, of Pennsylvania, junior structural engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Herbert R. Grossman, of Kentucky, temporary junior structural engineer, 23 days at \$1,920; junior structural engineer, 4 months 29 days at \$1,680; junior structural engineer, 6 months at \$1,800.....	1,718.00	234.66	1,952.66
Charles K. Simmers, of Pennsylvania, junior structural engineer, 10 months 13 days at \$1,800.....	1,565.00	208.67	1,773.67
George L. Knott, of New York, temporary junior structural engineer, 3 months 5½ days at \$1,800.....	1,228.75	163.83	1,392.58
Charles C. Rinker, of New York, junior signal engineer, 6 months 11 days at \$1,800.....	955.00	127.33	1,082.33
Harry E. Thomas, of Pennsylvania, temporary junior signal engineer, 4 months 26½ days at \$1,680; junior electrical engineer, 1 month 5 days at \$1,800.....	857.67	120.86	978.53
Robert B. Johnson, of Virginia, junior signal engineer, 1 month 23 days at \$1,800.....	265.00	35.33	300.33
Andrew F. McDonald, of Massachusetts, temporary junior architect, 3 months 6 days at \$1,800; junior architect, 4 months 14 days at \$1,800.....	1,150.00	153.33	1,303.33
Benjamin Strain, of New York, junior civil engineer, 3 months 4½ days at \$1,680.....	442.67	63.24	505.91
Clarence W. Ingels, of California, temporary junior civil engineer, 1 month 7 days at \$1,680.....	172.67	24.67	197.34
Arthur M. Betague, of District of Columbia, temporary junior civil engineer, 11½ days at \$1,680.....	53.66	7.67	61.33
Fred W. Durrenberger, of New York, junior electrical engineer, 1 month 8½ days at \$1,680.....	178.16	25.45	203.61
Thomas C. Harris, of Maryland, temporary junior structural engineer, 7 months 4 days at \$1,680.....	998.66	142.66	1,141.32
F. W. Ming, of New York, temporary junior mechanical engineer, 1 month 29 days at \$1,680.....	275.33	39.33	314.66
Chauncey M. D. Keene, of Maine, junior civil engineer, 11 months 7 days at \$1,500.....	1,404.17	224.67	1,628.84
James P. Malone, of New York, junior civil engineer, 4 months at \$1,200, 7 months 7½ days at \$1,500.....	1,306.26	225.00	1,531.26
Leo J. Federer, of Kentucky, junior civil engineer, 3 months \$1,200, 7 months 29 days at \$1,500.....	1,295.83	219.33	1,515.16
Minnie B. Powell, of New York, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
Paul Lindsey, of Virginia, junior clerk, 3 months at \$1,320; clerk, 9 months at \$1,500.....	\$1,455.00	\$240.00	\$1,695.00
Rupert A. Phelps, of Vermont, junior civil engineer, 6 months at \$1,200, 5 months 1½ days at \$1,440.....	1,205.00	220.84	1,425.84
Joseph A. Fisher, of District of Columbia, junior mechanical engineer, 9 months 15 days at \$1,440.....	1,140.00	190.00	1,330.00
Cora L. Severe, of Iowa, junior clerk, 1 year at \$1,440.....	1,440.00	240.00	1,680.00
Ginevra M. Gilmore, of West Virginia, junior clerk, 1 year at \$1,440.....	1,440.00	240.00	1,680.00
Perla H. Wolff, of District of Columbia, junior clerk, 2 months at \$1,320, 10 months at \$1,440.....	1,420.00	240.00	1,660.00
Marguerite E. McGinn, of District of Columbia, junior clerk, 5 months at \$1,320, 7 months at \$1,440.....	1,390.00	240.00	1,630.00
Esther Snyder, of District of Columbia, junior clerk, 5 months at \$1,320, 7 months at \$1,440.....	1,390.00	240.00	1,630.00
Addison Wright, jr., of New York, junior civil engineer, 3 months at \$1,200, 8 months 4 days at \$1,320.....	1,194.67	222.67	1,417.34
Raymond Colton, of New York, temporary junior civil engineer, 1 month 17½ days at \$1,320.....	175.20	31.85	207.05
William Barth, of New York, junior civil engineer, 1 month at \$1,200, 2 months 19 days at \$1,320.....	389.67	72.67	462.34
O. S. Slauwhite, of Massachusetts, temporary junior civil engineer, 16 days at \$1,320; junior civil engineer, 6 months 7½ days at \$1,320.....	746.18	135.67	881.85
G. Vincent Wickware, of New Jersey, temporary junior civil engineer, 5 months 12 days at \$1,320.....	594.00	108.00	702.00
Doris M. Gaskins, of District of Columbia, junior clerk, 2 months at \$1,200, 10 months at \$1,320.....	1,300.00	240.00	1,540.00
Cleo I. Mardfeldt, of District of Columbia, junior clerk, 2 months at \$1,200, 10 months at \$1,320.....	1,300.00	240.00	1,540.00
Mary W. Henderson, of Maryland, junior clerk, 2 months at \$1,200, 10 months at \$1,320.....	1,300.00	240.00	1,540.00
Ruth L. Kane, of District of Columbia, junior clerk, 3 months at \$1,200, 9 months at \$1,320.....	1,290.00	240.00	1,530.00
Mario C. Schulze, of District of Columbia, junior clerk, 3 months at \$1,200, 9 months at \$1,320.....	1,290.00	240.00	1,530.00
Raymond F. Potter, of West Virginia, under clerk, 4 months at \$1,080; junior clerk, 8 months at \$1,320.....	1,240.00	240.00	1,480.00
A. Robert Denison, of District of Columbia, junior clerk, 1 month at \$1,200, 9 months 17 days at \$1,320.....	1,152.33	211.33	1,363.66
Ord L. Strayer, of Virginia, under clerk, 4 months at \$1,080; junior clerk, 8 months at \$1,320.....	1,240.00	240.00	1,480.00
Frank M. Cooke, of Pennsylvania, skilled laborer, 3 months at \$1,200; junior clerk, 5 months at \$1,320.....	850.00	160.00	1,010.00
Anna Felker, of District of Columbia, under clerk, 4 months at \$1,140, 4 months at \$1,260.....	800.00	160.00	960.00
John M. Sullivan, of New Hampshire, junior civil engineer, 2 months 26½ days at \$1,200.....	289.05	57.80	346.85
James V. Fleming, of Massachusetts, temporary junior civil engineer, 26 days at \$1,200; junior civil engineer, 7 months 7½ days at \$1,200.....	811.67	162.33	974.00
J. E. McKenney, of Maryland, temporary junior civil engineer, 1 month 21 days at \$1,200.....	170.00	34.00	204.00
Alan Y. Roberts, of Maryland, temporary junior civil engineer, 1 month 25 days at \$1,200.....	183.34	36.66	220.00
Abbie Todd, of Tennessee, junior clerk, 5 months 27 days at \$1,200; under clerk, 2 months 11 days at \$1,080.....	803.00	165.33	968.33
Herbert L. Hanback, of Virginia, junior clerk, 6 months 28 days at \$1,200.....	693.33	138.67	832.00
Salita C. Cooke, of Virginia, junior clerk, 1 month 19 days at \$1,200.....	163.33	32.67	196.00
Rachael Berger, of North Carolina, junior clerk, 5½ days at \$1,200.....	18.69	3.74	22.43
Louis V. S. Dibble, of New York, junior clerk, 2 months at \$1,200.....	200.00	40.00	240.00
Charles Geschickter, of District of Columbia, junior clerk, 5 months 9 days at \$1,200.....	530.00	106.00	636.00
Corinne R. Manning, of Kentucky, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Jacob W. Golob, of New York, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Pearl Kasofsky, of Pennsylvania, junior clerk, 5 months 21½ days at \$1,200.....	572.73	114.55	687.28
Hazel M. Leizear, of District of Columbia, under clerk, 6 months at \$1,080; junior clerk, 2 months 15 days at \$1,200.....	790.00	170.00	960.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
Harry M. Tucker, of District of Columbia, under clerk, 6 months at \$1,140.....	\$570.00	\$120.00	\$690.00
John A. Dillon, jr., of New York, junior civil engineer, 4 months at \$840, 7 months at \$1,080.....	910.00	220.00	1,130.00
Herbert D. Lawson, jr., temporary junior civil engineer, 5 months 22 days at \$840; junior civil engineer, 5 months 7½ days at \$1,080.....	874.47	219.82	1,094.29
Kenneth W. Spencer, of District of Columbia, temporary junior civil engineer, 2 months 8 days at \$1,080.....	204.00	45.33	249.33
Gerald R. Jackson, of New Jersey, temporary junior civil engineer, 4 months 26 days at \$1,080.....	438.00	97.33	535.33
Erna Warrington, of Virginia, under clerk, 7 months at \$1,080.....	630.00	140.00	770.00
Luther M. Cornwell, of Pennsylvania, junior civil engineer, 2 months at \$900.....	150.00	40.00	190.00
J. Wilbur Kelleher, of Maine, temporary junior civil engineer, 3 months 15 days at \$900.....	262.50	70.00	332.50
Geo. W. Gerding, jr., of Pennsylvania, rod and chainman, 8 months 2½ days at \$900.....	606.25	161.66	767.91
Bruce E. Greenland, jr., of Pennsylvania, rod and chainman, 8 months 14½ days at \$840.....	593.67	169.61	763.28
Walter L. Rountree, of District of Columbia, watchman, 1 month at \$840.....	70.00	20.00	90.00
Spencer H. Thomas, of District of Columbia, watchman, 11 months at \$840.....	770.00	220.00	990.00
A. J. Allison, of District of Columbia, temporary watchman, 1 month at \$840.....	70.00	20.00	90.00
William T. Conray, of District of Columbia, watchman, 10 months 15 days at \$840.....	735.00	210.00	945.00
Laurence A. Knapp, of Ohio, temporary junior civil engineer, 10 months at \$720.....	600.00	200.00	800.00
William J. Taylor, of Pennsylvania, temporary junior civil engineer, 3 months at \$720; junior civil engineer, 6 months 15½ days at \$720.....	570.86	190.28	761.14
C. W. Shuman, of Ohio, temporary junior civil engineer, 22 days at \$720.....	44.00	14.67	58.67
Warren K. Myers, of Pennsylvania, temporary junior civil engineer, 2 months 4 days at \$720.....	128.00	42.67	170.67
Albert Byrne, of New York, temporary junior civil engineer, 2 months 11 days at \$720.....	142.00	47.33	189.33
R. J. Beech, of District of Columbia, temporary junior civil engineer, 2 months 15 days at \$720.....	150.00	50.00	200.00
Duncan R. Linsley, of Connecticut, temporary junior civil engineer, 2 months at \$720.....	120.00	40.00	160.00
John P. Mutchler, of District of Columbia, temporary junior civil engineer, 1 month 19 days at \$720.....	98.00	32.67	130.67
Leon Eppie, of New York, temporary junior civil engineer, 2 months 7 days at \$720; temporary rod and chainman, 9 days at \$720.....	152.00	50.66	202.66
Nat Roth, of New York, temporary rod and chainman, 9 days at \$720.....	18.00	6.00	24.00
M. F. MacCullough, of Delaware, temporary rod and chainman, 2 days at \$720.....	4.00	1.33	5.33
Rudolph Edwin Smith, of New York, temporary rod and chainman, 1 month 1 day at \$720.....	62.00	20.66	82.66
Frederick J. Hitchen, of New Jersey, temporary rod and chainman, 3 months 14 days at \$720.....	208.00	69.33	277.33
James H. Woodford, of Ohio, temporary rod and chainman, 6 months 27½ days at \$720.....	415.71	138.57	554.28
George R. Keough, of New York, temporary rod and chainman, 6 months 13½ days at \$720.....	386.92	128.97	515.89
Harry G. Moore, of Virginia, rod and chainman, 8 months 28½ days at \$720.....	537.00	179.00	716.00
Joseph P. Peller, of New York, temporary rod and chainman, 3 months 13 days at \$720; rod and chainman, 4 months 6½ days at \$720.....	459.42	153.15	612.57
Irving Marx, of Rhode Island, rod and chainman, 4 months at \$720.....	240.00	80.00	320.00
Herbert Hamilton, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Alexander Bell, of District of Columbia, unskilled laborer, 11 months at \$720.....	662.00	220.67	882.67
Chas. A. Ross, of Virginia, messenger boy, 13½ days at \$480.....	17.52	8.76	26.28
Joseph De Pompa, of Connecticut, messenger boy, 3 months at \$420, 6 months 25½ days at \$480.....	379.28	197.15	576.43
John W. McVicker, of West Virginia, messenger boy, 10 months 15 days at \$420.....	367.50	210.00	577.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
Nettie Dyson, of District of Columbia, unskilled laborer, 1 year at \$240.....	\$240.00	\$144.00	\$384.00
Sarah Gilbert, of District of Columbia, unskilled laborer, 10 months 19 days at \$240.....	212.67	127.60	340.27
Mamie K. Brooks, of District of Columbia, unskilled laborer, 10 months 14 days at \$240.....	209.33	125.60	334.93
Fannie E. Moore, of District of Columbia, unskilled laborer, 10 months 18 days at \$240.....	212.00	127.20	339.20
Kate B. Robinson, of District of Columbia, temporary unskilled laborer, 1 month 16 days at \$240.....	30.67	18.40	49.07
Elizzie Turner, of District of Columbia, temporary unskilled laborer, 1 month 11 days at \$240.....	27.33	16.40	43.73
Mary Coates, of District of Columbia, temporary unskilled laborer, 1 month 11 days at \$240.....	27.33	16.40	43.73
William F. Engel, of New York, assistant district accountant, 1 month at \$1,200; district accountant, 7 months at \$5,000; 4 months at \$6,000.....	5,266.67		5,266.67
Eugene R. Hendley, of District of Columbia, accountant, 3 months at \$3,600; assistant district accountant 5 months at \$3,900; 4 months at \$1,200.....	3,925.00		3,925.00
Carroll L. Nash, of Virginia, accountant, 1 year at \$3,600.....	3,600.00		3,600.00
Lewis Thornton, of Alabama, accountant, 1 year at \$3,600.....	3,600.00		3,600.00
Chas. J. McRoberts, of California, accountant, 3 months at \$3,000; 9 months at \$3,300.....	3,225.00		3,225.00
William J. Norfleet, of Virginia, accountant, 7 months 27 days at \$3,300.....	2,172.50		2,172.50
Elmer S. Reineohl, of California, accountant, 7 months at \$3,300.....	1,925.00		1,925.00
C. Arthur Porter, of Pennsylvania, accountant, 1 year at \$3,000.....	3,000.00		3,000.00
Percy H. Lash, of Louisiana, accountant, 3 months at \$2,400, 6 months at \$2,700, 3 months at \$3,000.....	2,700.00	80.00	2,780.00
William B. Wilbur, of Pennsylvania, accountant, 9 months at \$3,000.....	2,250.00		2,250.00
Stephen H. Bennett, of Maryland, accountant, 3 months at \$2,520, 9 months at \$2,700.....	2,655.00	85.00	2,740.00
Joseph T. Andrus, of Oregon, accountant, 7 months at \$2,700.....	1,575.00	23.31	1,598.31
Wilbur S. Metcalf, of Virginia, accountant, 8 months 23½ days at \$2,700.....	1,976.78	29.25	2,006.03
Nathan W. Merwin, of Connecticut, accountant, 10 months 15 days at \$2,520.....	2,205.00	192.52	2,397.52
Harry C. H. Thompson, of Georgia, accountant, 3 months at \$2,400; 7 months 15 days at \$2,520.....	2,175.00	197.47	2,372.47
William J. Hubbach, of Maryland, accountant, 3 months at \$2,220; 9 months at \$2,400.....	2,355.00	240.00	2,595.00
J. Craig Haney, of District of Columbia, accountant, 8 months 12 days at \$2,400.....	1,680.00	168.00	1,848.00
F. Wolfe, of North Carolina, accountant, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Guy M. Carlon, of Pennsylvania, accountant, 4 months 17 days at \$2,400.....	913.33	91.33	1,004.65
W. C. Cathcart, of Maryland, accountant, 3 months at \$2,220, 2 months 24 days at \$2,400.....	1,115.00	116.00	1,231.00
Chauncey A. West, of Maryland, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Hugh W. Miller, of New Jersey, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Joseph H. Gerrig, of Virginia, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Arthur Semple, of Pennsylvania, accountant, 11 months 5 days at \$2,220.....	2,065.83	223.33	2,289.16
H. L. Osman, of Pennsylvania, accountant, 3 months at \$2,100, 9 months at \$2,220.....	2,190.00	240.00	2,430.00
Harry L. Hopper, of Pennsylvania, accountant, 3 months at \$2,100, 9 months at \$2,220.....	2,190.00	240.00	2,430.00
Robert W. Hunter, of District of Columbia, accountant, 1 month at \$2,100, 3 months at \$2,220.....	730.00	80.00	810.00
T. Gibson Broughton, of Virginia, accountant, 10 months 15 days at \$2,220.....	1,942.50	210.00	2,152.50
Oscar A. Roemer, of New York, accountant, 10 months 15 days at \$2,220.....	1,942.50	210.00	2,152.50
T. D. Cowen, of District of Columbia, accountant, 10 months 15 days at \$2,220.....	1,942.50	210.00	2,152.50
Harry B. Turner, of Pennsylvania, accountant, 1 month at \$1,980, 11 months at \$2,100.....	2,090.00	240.00	2,330.00
Charles B. McKenna, of Maryland, accountant, 10 months at \$2,100.....	1,750.00	200.00	1,950.00
Albert E. Sloane, of Massachusetts, accountant, 8 months 13 days at \$2,100.....	1,475.83	168.67	1,644.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
William White, of Pennsylvania, accountant, 8 months at \$2,100.....	\$1,400.00	\$160.00	\$1,560.00
Ben H. Ott, of Maryland, accountant, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Ralph C. Wilson, of Pennsylvania, accountant, 10 months 15 days at \$2,100.....	1,837.50	210.00	2,047.50
Herbert S. Slinkman, of Maryland, accountant, 1 month at \$1,980, 7 months 19 days at \$2,100.....	1,500.83	172.67	1,673.50
Ralph E. Potter, of District of Columbia, accountant, 1 month at \$1,980, 7 months 15 days at \$2,100.....	1,477.50	170.00	1,647.50
George E. Davis, of Maryland, temporary accountant, 4 months 8 days at \$2,100.....	746.67	85.33	832.00
Errol J. De Launey, of Maryland, temporary accountant, 2 months 5 days at \$2,100; accountant, 6 months 15 days at \$2,100.....	1,516.67	173.33	1,690.00
Edwin J. Sutphen, of New York, junior clerk, 1 month at \$1,200; clerk, 3 months at \$1,500.....	475.00	80.00	555.00
Raymond A. Egner, of Maryland, junior clerk, 3 months at \$1,200, 9 months at \$1,380.....	1,335.00	240.00	1,575.00
R. Snyder Bowman, of Virginia, under clerk, 3 months at \$1,020; junior clerk 9 months at \$1,200.....	1,155.00	240.00	1,395.00
M. E. Guilbault, of Colorado, junior clerk, 3 months 15 days at \$1,200.....	350.00	70.00	420.00
Joseph M. Gleeson, of Massachusetts, junior clerk, 1 month 10 days at \$1,200.....	133.33	26.67	160.00
Robert L. Cox, of District of Columbia, temporary under clerk, 3 months at \$1,020; temporary junior clerk, 5 months at \$1,200.....	755.00	160.00	915.00
John W. Zisgen, of New Jersey, valuation attorney, 1 year at \$6,000.....	6,000.00		6,000.00
Thomas C. McMahon, of Pennsylvania, senior land appraiser, 1 year at \$3,600.....	3,600.00		3,600.00
Richard L. Giss, of Washington, senior land appraiser, 1 year at \$3,600.....	3,600.00		3,600.00
Percy A. Gaddis, of New Jersey, senior land appraiser, 6 months at \$3,600.....	1,800.00		1,800.00
Samuel E. McRickard, of New York, senior land appraiser, 1 year at \$3,000.....	3,000.00		3,000.00
James M. Woods, of New York, senior land appraiser, 1 year at \$3,000.....	3,000.00		3,000.00
George Ashbridge, of Pennsylvania, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
J. C. M. Valentine, of Virginia, senior land appraiser, 1 year at \$2,640.....	2,640.00	100.00	2,740.00
George M. Hood, of Massachusetts, senior land appraiser, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Julian Wood, of New York, senior land appraiser, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
John T. Moore, of New York, senior land appraiser, 11 months 18 days at \$2,400.....	2,320.00	232.00	2,552.00
David W. Sweet, of New York, senior land appraiser, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Claude M. Pitcher, of Pennsylvania, senior land appraiser, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Ivon W. Phillips, of District of Columbia, senior land appraiser, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Wm. A. O'Brien, of New York, senior land appraiser, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Emanuel Speich, of Maryland, senior land appraiser, 1 year at \$2,280.....	2,280.00	240.00	2,520.00
Charles E. MacDonald, of New York, senior land appraiser, 11 months 26 days at \$2,280.....	2,254.67	237.33	2,492.00
Frederick H. Sasser, of Maryland, senior civil engineer, 4 months at \$1,800; 8 months at \$2,100.....	2,000.00	240.00	2,240.00
William K. Potter, of Rhode Island, senior land appraiser, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Thomas F. O'Brien, of Connecticut, senior land appraiser, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
George S. Newcombe, of Maine, senior land appraiser, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Carlton M. Beall, of District of Columbia, senior land appraiser, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Dennis F. Mahoney, of Massachusetts, junior land appraiser, 3 months at \$1,680; senior land appraiser, 9 months at \$1,800.....	1,770.00	240.00	2,010.00
Charles W. Morrison, of Massachusetts, senior land appraiser, 9 months 29 days at \$1,800.....	1,495.00	199.33	1,694.33

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
George S. Potter, of New York, junior land appraiser, 11 months 21 days at \$1,680.....	\$1,638.00	\$234.00	\$1,872.00
Bland G. Mitchell, of North Carolina, junior land appraiser, 4 months at \$1,500; 8 months at \$1,680.....	1,620.00	240.00	1,860.00
William E. Boyland, of New York, junior land appraiser, 4 months at \$1,500; 8 months at \$1,680.....	1,620.00	240.00	1,860.00
Fred B. Skillin, of Massachusetts, junior land appraiser, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
William C. Martin, of Georgia, junior land appraiser, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Lawrence L. Fidalgo, of Massachusetts, junior land appraiser, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Henry H. Lamar, of Alabama, junior land appraiser, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Francis L. Harris, of Virginia, junior land appraiser, 4 months 6 days at \$1,500.....	525.00	84.00	609.00
Howard R. Rickenbrode, of Kansas, junior clerk, 4 months at \$1,380, 8 months at \$1,440.....	1,420.00	240.00	1,660.00
H. B. Pitts, of Pennsylvania, junior land appraiser, 8 months at \$1,380.....	920.00	160.00	1,080.00
John A. Cunningham, of Maine, junior clerk, 4 months at \$1,200, 8 months at \$1,380.....	1,320.00	240.00	1,560.00
Lulu B. Ebberts, of Pennsylvania, junior clerk, 7 months 14 days at \$1,200.....	746.67	149.33	896.00
Eva F. Fahlquest, of Washington, junior clerk, 7 months at \$1,200.....	700.00	140.00	840.00
Warren H. Hunt, of District of Columbia, junior clerk, 6 months 15 days at \$1,200.....	650.00	130.00	780.00
Albert E. Corley, of District of Columbia, temporary messenger boy, 2 months 6 days, at \$420; messenger boy, 3 months at \$420.....	182.00	104.00	286.00
Theodore Harris, of Virginia, messenger boy, 6 months 19 days at \$420.....	232.17	132.67	364.84
Ralph D. Jones, of New York, telegraph and telephone inspector, 4 months at \$2,400, 1 month at \$3,300; senior telephone and telegraph engineer, 7 months at \$3,300.....	3,000.00	80.00	3,080.00
Thomas F. Corcoran, of New York, telephone and telegraph inspector, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John J. Flanagan, of New York, telephone and telegraph inspector, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edward F. Pillsbury, of New York, senior telegraph and telephone inspector, 10 months 9 days at \$2,100.....	1,802.50	203.00	2,005.50
<i>Telephone and telegraph accountants at large.</i>			
Roy W. Fletcher, of Utah, accountant, 6 months at \$3,600.....	1,800.00	.....	1,800.00
Carroll T. Shanahan, of New York, accountant, 2 months 9 days at \$3,000.....	575.00	.....	575.00
W. H. Boyne, of District of Columbia, accountant, 2 months 21 days at \$2,400.....	540.00	54.00	594.00
Edwin J. Sutphen, of New York, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
<i>Southern district.</i>			
Howard M. Jones, of Tennessee, member engineering board, 1 year at \$9,000.....	9,000.00	.....	9,000.00
John Y. Bayliss, of Tennessee, district engineer, 1 year at \$6,000.....	6,000.00	.....	6,000.00
Alfred C. Olney, of Tennessee, assistant district engineer, 1 year at \$5,000.....	5,000.00	.....	5,000.00
James W. Barrie, of Tennessee, senior structural engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
A. O. Berry, of New York, senior mechanical engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Jno. A. Galvin, of Tennessee, senior architect, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Matt M. Clay, of Tennessee, senior civil engineer, 1 year at \$3,900.....	3,900.00	.....	3,900.00
James T. Williams, of New York, senior signal engineer, 1 year at \$3,900.....	3,900.00	.....	3,900.00
R. E. Elgen, of Georgia, senior civil engineer, 1 year at \$3,600.....	3,600.00	.....	3,600.00
H. M. Hayward, of Tennessee, senior civil engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Alexander E. McClure, of Utah, senior civil engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Ernst A. Schluter, of Florida, senior civil engineer, 6 months 21½ days at \$3,000.....	1,679.16	.....	1,679.16

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Southern district—Continued.</i>			
Harry J. McCarthy, of Minnesota, senior mechanical engineer, 1 year at \$3,000.....	\$3,000.00	.....	\$3,000.00
E. W. Hillerich, of Kentucky, senior architect, 1 year at \$3,000.	3,000.00	.....	3,000.00
Luther R. Maddox, of Tennessee, senior civil engineer, 6 months at \$2,400, 6 months at \$2,700.....	2,550.00	\$140.00	2,690.00
H. S. Zimmerman, of Tennessee, senior civil engineer, 10 months 11 days at \$2,700.....	2,332.50	34.52	2,367.02
F. H. Larder, of Ohio, senior civil engineer, 1 year at \$2,400....	2,400.00	240.00	2,640.00
F. C. Grace, of Kentucky, senior structural engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
F. Denmead of Pennsylvania, temporary senior mechanical engineer, 1 month 8 days at \$2,400.....	253.34	25.34	278.68
A. H. Kautz, of Pennsylvania, temporary senior signal engi- neer, 29 days at \$2,100, 3 months at \$2,400; senior signal engi- neer, 1 month at \$2,400.....	969.17	99.33	1,068.50
William A. Hoffman, of Kentucky, temporary senior signal engineer, 12 days at \$2,400.....	80.00	8.00	88.00
F. W. Gathof, of Kentucky, senior architect, 1 year at \$2,400....	2,400.00	240.00	2,640.00
Philip E. Buck, of Tennessee, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Frank P. Cahill, of Florida, senior civil engineer, 1 year at \$2,100.	2,100.00	240.00	2,340.00
L. C. Bradford, of Maine, senior civil engineer, 1 year at \$2,100....	2,100.00	240.00	2,340.00
J. D. Wright, of Georgia, senior civil engineer, 1 year at \$2,100....	2,100.00	240.00	2,340.00
Earl W. Bean, of Tennessee, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John C. Stevens, of Illinois, senior civil engineer, 1 year at \$2,100.	2,100.00	240.00	2,340.00
A. F. Dougall, of Illinois, senior civil engineer, 1 year at \$2,100....	2,100.00	240.00	2,340.00
Ernest B. Foote, of Illinois, temporary senior civil engineer, 1 month 24 days at \$2,100; senior civil engineer, 8 months at \$2,100.....	1,715.00	196.00	1,911.00
Arthur K. Murrell, of Virginia, junior civil engineer, 6 months at \$1,980; senior civil engineer, 6 months at \$2,100.....	2,640.00	240.00	2,280.00
Oliver La Pointe, of New Hampshire, junior civil engineer, 7 months at \$1,980; senior civil engineer, 5 months at \$2,100....	2,030.00	240.00	2,270.00
John Walker, of Illinois, temporary senior civil engineer, 3 months 13 days at \$2,100; senior civil engineer, 4 months at \$2,100.....	1,300.83	148.67	1,449.50
G. G. Dunlap, of Kentucky, temporary senior civil engineer, 10 days at \$2,100; senior civil engineer, 4 months at \$2,100....	758.33	86.67	845.00
H. N. O'Brien, of Maryland, temporary senior civil engineer, 5 months 27 days at \$2,100; senior civil engineer, 3 months at \$2,100.....	1,557.50	178.00	1,735.50
Leon M. Pill, of Pennsylvania, temporary senior civil engineer, 4 months 12½ days at \$2,100; senior civil engineer, 1 month at \$2,100.....	947.92	108.33	1,056.25
C. L. Gamsby, of Florida, temporary senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
James W. Waller, of Kentucky, senior civil engineer, 20 days at \$2,100.....	116.67	13.33	130.00
H. R. Holmes, of Mississippi, senior civil engineer, 2 months at \$2,100.....	350.00	40.00	390.00
Harvey B. McAllister, of Texas, senior civil engineer, 3 months 29 days at \$2,100.....	694.17	79.33	773.50
C. R. Smith, of Washington, temporary senior civil engineer, 3 months 24 days at \$2,100.....	723.34	82.66	806.00
Chas. V. Sheldon, of Wisconsin, temporary senior civil engi- neer, 6 months 28 days at \$2,100.....	1,219.17	139.33	1,358.50
A. C. Wilkinson, of North Carolina, temporary senior civil engineer, 4 months 14 days at \$2,100; senior civil engineer, 4 months at \$2,100.....	1,481.67	169.33	1,651.00
Richard R. Renner, of Tennessee, temporary senior structural engineer, 11 months at \$2,100; senior structural engineer, 1 month at \$2,100.....	2,100.00	240.00	2,340.00
Thos. McKinley, of Tennessee, temporary senior structural engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
E. W. Bodkin, of Ohio, senior mechanical engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John D. Stephenson, of Louisiana, temporary senior mechan- ical engineer, 8 months 10 days at \$2,100; senior mechanical engineer, 1 month at \$2,100.....	1,633.34	186.66	1,820.00
Donald W. Clayton, of North Carolina, temporary senior sig- nal engineer, 1 month 5 days at \$2,100.....	204.17	23.33	227.50
Bernard J. Bonn, of Kentucky, senior architect, 1 year at \$2,100.....	2,100.00	240.00	2,340.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Southern district—Continued.</i>			
E. C. Hartung, of Tennessee, temporary seniorsignal engineer, 23 days at \$2,100; telephone inspector, 8 months at \$2,100....	\$1,534.17	\$175.33	\$1,709.50
A. M. Keisling, of Tennessee, chief clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Charles A. Ward, of Tennessee, junior civil engineer, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
J. H. Stender, of Alabama, junior civil engineer, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
J. L. Boynton, jr., of Florida, junior civil engineer, 6 months at \$1,680, 6 months at \$1,980.....	1,830.00	240.00	2,070.00
Martin C. Hunt, of New York, temporary junior civil engineer, 6 months 15 days at \$1,980.....	1,072.50	130.00	1,202.50
C. E. Langley, of Ohio, temporary junior civil engineer, 5 months 3 days at \$1,980; junior civil engineer, 4 months at \$1,980.....	1,501.50	182.00	1,683.50
C. E. Slonaker, of Tennessee, temporary junior civil engineer, 3 days at \$1,980.....	16.50	2.00	18.50
H. V. Fletcher, of Tennessee, temporary junior civil engineer, 3 months 20 days at \$1,980.....	605.00	73.34	678.34
C. E. A. Lathrop, of South Carolina, temporary junior mechanical engineer, 1 month at \$1,980; junior electrical engineer, 4 months at \$1,980.....	825.00	100.00	925.00
F. C. Calcote, of Pennsylvania, temporary junior mechanical engineer, 8 months 24½ days at \$1,980.....	1,454.75	176.33	1,631.08
C. E. Mills, of Tennessee, temporary junior structural engineer, 10 months 4 days at \$1,980.....	1,672.00	202.67	1,874.67
Robert E. Buard, of Tennessee, junior architect, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Karl Q. Kirk, of Tennessee, junior architect, 1 year at \$1,980....	1,980.00	240.00	2,220.00
Gordon L. Smith, of Tennessee, temporary junior architect, 5 months 3 days at \$1,980.....	841.50	102.00	943.50
T. L. Roach, of Ohio, temporary junior civil engineer, 5 months 17 days at \$1,920.....	890.67	111.33	1,002.00
J. H. Porter, of Georgia, temporary junior civil engineer, 1 month 12 days at \$1,920.....	224.00	28.00	252.00
Robert R. Redington, of Pennsylvania, temporary junior architect, 3 months 3 days at \$1,920.....	496.00	62.00	558.00
Edgar H. Kimmons, jr., of Mississippi, temporary junior civil engineer, 7 months 5 days at \$1,800.....	1,075.00	143.33	1,218.33
C. A. Henderson, of Georgia, temporary junior civil engineer, 2 months 28 days at \$1,800; junior civil engineer, 2 months 14 days at \$1,800.....	810.00	108.00	918.00
C. E. Covington, of Tennessee, junior mechanical engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Wm. T. Dye, of Virginia, temporary junior structural engineer, 3 months 2 days at \$1,800.....	460.00	61.33	521.33
J. Ted Englehardt, of Tennessee, junior architect, 11 months 18 days at \$1,800.....	1,740.00	232.00	1,972.00
H. L. Colbert, of Alabama, junior civil engineer, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
E. M. Hackney, of Georgia, temporary junior civil engineer, 4 months at \$1,380, junior civil engineer, 1 month at \$1,380, 7 months at \$1,680.....	1,555.00	240.00	1,795.00
Vincent B. Milligan, of Kentucky, junior mechanical engineer, 2 months at \$1,680.....	280.00	40.00	320.00
Walter Krupp, of Michigan, temporary junior civil engineer, 23 days at \$1,680; junior civil engineer, 1 month at \$1,680....	247.33	35.33	282.66
Louis C. Bryant, of Tennessee, junior civil engineer, 2 months 27 days at \$1,680.....	406.00	58.00	464.00
Jacob E. Thomason, of North Carolina, temporary junior civil engineer, 4 months 13 days at \$1,680.....	620.67	88.67	709.34
Paul P. Costello, of Tennessee, clerk, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
W. E. Olinger, of Tennessee, clerk, 1 month at \$1,500, 11 months at \$1,680.....	1,665.00	240.00	1,905.00
G. L. Bodkin, of Tennessee, temporary junior mechanical engineer, 1 month 24 days at \$1,560; junior mechanical engineer, 8 months at \$1,560.....	1,404.00	216.00	1,620.00
R. E. Hunt, of Tennessee, temporary junior architect, 2 months 3 days at \$1,500.....	262.50	42.00	304.50
Doris M. Costello, of Tennessee, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Belle Faris, of Tennessee, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Mary T. Wade, of Tennessee, junior clerk, 1 year at \$1,380....	1,380.00	240.00	1,620.00
Lillie M. Hinkle, of Tennessee, junior clerk, 1 year at \$1,380....	1,380.00	240.00	1,620.00
John P. Culbertson, jr., of Tennessee, temporary junior civil engineer, 4 months at \$1,200; junior civil engineer, 3 months at \$1,200.....	700.00	140.00	840.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Southern district—Continued.</i>			
Walter E. Lumis, of Tennessee, junior mechanical engineer, 7 months 13 days at \$1,200.....	\$743.33	\$148.67	\$892.00
H. E. Townsend, of Tennessee, temporary junior mechanical engineer, 8 months 28 days at \$1,200.....	893.33	178.67	1,072.00
Isia Schotts, of Tennessee, temporary junior clerk, 1 month at \$1,200; junior clerk, 11 months at \$1,200.....	1,200.00	240.00	1,440.00
Gertrude M. Neff, of Tennessee, temporary junior clerk, 3 months at \$1,200; junior clerk, 9 months at \$1,200.....	1,200.00	240.00	1,440.00
Odelle Oliver, of Tennessee, temporary junior clerk, 3 months at \$1,200; junior clerk, 9 months at \$1,200.....	1,200.00	240.00	1,440.00
E. P. Crawford, of Tennessee, temporary junior clerk, 3 months at \$1,200; junior clerk, 9 months at \$1,200.....	1,200.00	240.00	1,440.00
Ruby McCutchen, of Tennessee, temporary junior clerk, 3 months at \$1,200; junior clerk, 9 months at \$1,200.....	1,200.00	240.00	1,440.00
Bessie Perry, of Tennessee, temporary junior clerk, 3 months at \$1,200; junior clerk, 9 months at \$1,200.....	1,200.00	240.00	1,440.00
Anna Reeves, of Tennessee, temporary junior clerk, 3 months at \$1,200; junior clerk, 1 month 15 days at \$1,200.....	450.00	90.00	540.00
Mae Cox, of Tennessee, junior clerk, 8 months 14½ days at \$1,200.....	848.34	169.66	1,018.00
K. M. Sageser, of Tennessee, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Olive C. Malone, of Tennessee, under clerk, 6 months at \$1,020, 6 months at \$1,140.....	1,080.00	240.00	1,320.00
Alma Fanning, of Tennessee, under clerk, 6 months at \$1,020, 6 months at \$1,140.....	1,080.00	240.00	1,320.00
Margaret M. Cahill, of Florida, under clerk, 6 months at \$1,020, 6 months at \$1,140.....	1,080.00	240.00	1,320.00
Cordelia J. Smith, of Tennessee, temporary under clerk, 5 months 28 days at \$1,140; under clerk, 1 month 22 days at \$1,140.....	728.34	153.34	881.68
Dorothy Q. Connable, of Tennessee, under clerk, 6 months at \$1,020, 1 month 4½ days at \$1,140.....	618.12	142.77	760.89
Mary W. Dunagan, of Kentucky, under clerk, 1 year at \$1,020.....	1,020.00	240.00	1,260.00
Lena Hicks, of Tennessee, temporary under clerk, 27 days at \$900; under clerk, 5 months at \$900, 6 months at \$1,020.....	952.50	238.00	1,190.50
Lou Harris, of Tennessee, under clerk, 2 months 27 days at \$1,020.....	246.50	58.00	304.50
Sara L. Eagar, of Tennessee, under clerk, 10 months 7 days at \$1,020.....	869.83	204.67	1,074.50
Grace Collins, of Tennessee, temporary under clerk, 1 month 23 days at \$900; under clerk, 3 months at \$900.....	357.50	95.33	452.83
S. Nelson Wright, of Tennessee, temporary under clerk, 2 months at \$900.....	150.00	40.00	190.00
Lorah Graham, of Georgia, under clerk, 9 months at \$900.....	675.00	180.00	855.00
Leroy Rogers, of Tennessee, messenger boy, 24 days at \$900.....	40.00	16.00	56.00
Joe Magrill, of Louisiana, temporary messenger boy, 8 months 13 days at \$480.....	337.33	168.67	506.00
Delmar Reynolds, of Tennessee, messenger boy, 1 month 16 days at \$480.....	61.34	30.66	92.00
Robert B. Olney, of Alabama, temporary messenger boy, 24 days at \$420.....	32.00	16.00	48.00
Robert A. Lacey, of Alabama, district accountant, 3 months at \$1,200, 9 months at \$6,000.....	5,550.00	.....	5,550.00
Frederick J. Jackson, of Colorado, assistant district accountant, 4 months at \$3,600, 8 months at \$4,200.....	4,000.00	.....	4,000.00
Frederic G. H. Polk, of Tennessee, accountant, 6 months at \$3,000, 4 months 10 days at \$3,500.....	2,691.67	.....	2,691.67
James T. Bostick, of Alabama, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
G. R. Summerson, of Florida, accountant, 10 months 14 days at \$3,000.....	2,616.67	.....	2,616.67
A. V. Vallandigham, of Kentucky, accountant, 2 months at \$3,000.....	500.00	.....	500.00
George L. Shine, of Mississippi, accountant, 8 months 10 days at \$3,000.....	2,083.33	.....	2,083.33
Thomas J. Tobin, of California, accountant, 3 months at \$2,700, 9 months at \$3,000.....	2,925.00	10.00	2,935.00
Alonzo C. Wells, of Kentucky, accountant, 6 months at \$2,700, 6 months at \$3,000.....	2,850.00	20.00	2,870.00
Henry C. Littlefield, of Alabama, accountant, 6 months at \$2,700, 6 months at \$3,000.....	2,850.00	20.00	2,870.00
Augustus S. Hale, of Georgia, accountant, 9 months at \$2,700, 3 months at \$3,000.....	2,775.00	30.00	2,805.00
Frank A. Manning, of Kentucky, accountant, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Perry A. Thompson, of Illinois, accountant, 1 year at \$2,700.....	2,700.00	40.00	2,740.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Southern district—Continued.</i>			
Lorenzo G. Doughty, of Tennessee, accountant, 1 year at \$2,700.....	\$2,700.00	\$40.00	\$2,740.00
J. S. T. Speaker, of Georgia, accountant, 3 months at \$2,400, 9 months at \$2,700.....	2,625.00	90.00	2,715.00
James B. Cunningham, of Maryland, accountant, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Charles F. Fincher, of Georgia, accountant, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Byers M. Bachman, of Tennessee, accountant, 6 months 25 days at \$2,400.....	1,366.67	136.67	1,503.34
Harold B. Anderson, of Texas, accountant, 5 months 16 days at \$2,400.....	1,106.67	110.67	1,217.34
Albert S. Fuller, of Alabama, accountant, 4 months 22 days at \$2,400.....	946.67	94.67	1,041.34
Myron J. Myers, of Missouri, accountant, 3 months at \$2,100, 9 months at \$2,220.....	2,190.00	240.00	2,430.00
Thomas Henry Burns, of Georgia, accountant, 3 months at \$2,100, 9 months at \$2,220.....	2,190.00	240.00	2,430.00
Leslie G. Smith, of Louisiana, accountant, 7 months 23 days at \$2,220.....	1,436.83	155.33	1,592.16
Paul O. Klinger, of Indiana, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
C. R. Arnold, of Kentucky, accountant, 11 months 23 days at \$2,100.....	2,059.17	235.33	2,294.50
Homer A. Bradford, of Kentucky, accountant, 10 months 15 days at \$2,100.....	1,837.50	210.00	2,047.50
Thos. E. Petty, of North Carolina, accountant, 6 months 13 days at \$2,100.....	1,125.83	128.67	1,254.50
William B. McEwen, of California, accountant, 5 months 21 days at \$2,100.....	997.50	114.00	1,111.50
Allan A. Pratt, of Alabama, accountant, 7 months 21 days at \$2,100.....	1,347.50	154.00	1,501.50
Harry W. Reynard, of Kentucky, accountant, 8 months 20 days at \$2,100.....	1,516.67	153.33	1,670.00
Paul Foster, of Texas, temporary accountant, 4 months 9 days at \$2,100.....	752.50	86.00	838.50
Nicholas Murphy, jr., of Illinois, accountant, 5½ days at \$2,100.....	32.50	3.71	36.21
Ephraim M. Johnson, jr., of Georgia, junior clerk, 3 months at \$1,200; accountant, 9 months at \$2,100.....	1,875.00	240.00	2,115.00
Kenneth L. Nelson, of Tennessee, junior clerk, 3 months at \$1,200; accountant, 9 months at \$2,100.....	1,875.00	240.00	2,115.00
Martha-Rena Polk, of Tennessee, under clerk, 2 months 11 days at \$1,020.....	201.17	47.33	248.50
Mary S. Pope, of Tennessee, temporary under clerk, 6 days at \$1,020.....	17.00	4.00	21.00
Frances R. Smith, of Georgia, under clerk, 5 months at \$1,020.....	425.00	100.00	525.00
Irma H. Watts, of Tennessee, under clerk, 3 months at \$1,020; junior clerk, 9 months at \$1,200.....	1,155.00	240.00	1,395.00
Edwin G. Wagner, of Kentucky, temporary junior clerk, 1 month 16 days at \$1,200; junior clerk, 7 months at \$1,200.....	853.34	170.66	1,024.00
Howard J. Cox, of Tennessee, junior clerk, 7 months at \$1,200.....	700.00	140.00	840.00
Marcus S. Fisher, of Tennessee, temporary under clerk, 4 months 15 days at \$1,080; under clerk, 2 months at \$1,080.....	585.00	150.00	735.00
Alma Macardhy, of Tennessee, temporary under clerk, 1 month 19 days at \$1,020; under clerk, 7 months at \$1,020.....	733.84	172.66	906.50
John McChord, of Kentucky, valuation attorney, 1 year at \$3,000.....	6,000.00		6,000.00
S. H. Stivers, jr., of Kentucky, senior land appraiser, 3 months at \$3,000, 9 months at \$3,600.....	3,450.00		3,450.00
James S. Buchanan, of Kentucky, senior land appraiser, 3 months at \$3,000, 9 months at \$3,300.....	3,225.00		3,225.00
Lewin D. McPherson, of Tennessee, senior land appraiser, 1 month at \$3,300.....	275.00		275.00
Lee A. Searce, of Kentucky, senior land appraiser, 3 months at \$2,700, 8 months 7 days at \$3,000.....	2,733.33	10.00	2,743.33
Michael F. Ramsey, of Georgia, senior land appraiser, 3 months at \$2,700, 9 months at \$3,000.....	2,925.00	10.00	2,935.00
Manning S. Fleming, of Florida, senior land appraiser, 2 months at \$3,000.....	500.00		500.00
Joseph W. Fendrich, of Maryland, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Theodore C. Bayless, of Ohio, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
Southern district—Continued.			
William H. Auck, of Ohio, senior land appraiser, 11 months 15 days at \$2,700.....	\$2, 587. 50	\$38. 33	\$2, 625. 83
William D. Jones, of Tennessee, senior land appraiser, 1 year at \$2,700.....	2, 700. 00	40. 00	2, 740. 00
Joseph Price, of Florida, senior land appraiser, 11 months at \$2,700.....	2, 475. 00	36. 63	2, 511. 63
Charles B. Teal, of Georgia, senior land appraiser, 3 months at \$2,400, 9 months at \$2,700.....	2, 625. 00	90. 00	2, 715. 00
Paul H. Burman, of Ohio, senior land appraiser, 3 months at \$2,400, 9 months at \$2,700.....	2, 625. 00	90. 00	2, 715. 00
John E. Hopkins, of Ohio, senior land appraiser, 3 months 13 days at \$2,400, 8 months at \$2,700.....	2, 486. 67	95. 34	2, 582. 01
Edgar P. H. West, of Florida, senior land appraiser, 1 month 7 days at \$2,700.....	277. 50	4. 11	281. 61
William O. Lord, of Florida, temporary senior civil engineer, 3 months at \$2,700; senior civil engineer, 6 months at \$2,700....	2, 025. 00	30. 00	2, 055. 00
Page S. Bunker, of Georgia, senior land appraiser, 1 year at \$2,400.....	2, 400. 00	240. 00	2, 640. 00
Elmer D. Hays, of Kentucky, senior land appraiser, 1 year at \$2,400.....	2, 400. 00	240. 00	2, 640. 00
Charles Atkins Hall, of Georgia, senior land appraiser, 1 month at \$1,800, 11 months at \$2,400.....	2, 350. 00	240. 00	2, 590. 00
John L. Knight, of Iowa, senior land appraiser, 3 months at \$2,100, 9 months at \$2,400.....	2, 325. 00	240. 00	2, 565. 00
Oliver H. Cabaniss, of Georgia, senior land appraiser, 3 months at \$2,100, 9 months at \$2,400.....	2, 325. 00	240. 00	2, 565. 00
Benjamin F. McGraw, of Florida, senior land appraiser, 3 months at \$2,100, 3 months at \$2,400.....	1, 125. 00	120. 00	1, 245. 00
John McChord, jr., of Kentucky, senior land appraiser, 3 months at \$1,800, 9 months at \$2,400.....	2, 250. 00	240. 00	2, 490. 00
Robert W. Walker, of Mississippi, senior land appraiser, 1 month 9 days at \$2,100.....	227. 50	26. 00	253. 50
Harry J. Wight, of Tennessee, senior civil engineer, 2 months 13 days at \$1,800.....	365. 00	48. 67	413. 67
Louis F. Bessey, of Kentucky, junior civil engineer, 3 months at \$1,500, 9 months at \$1,800.....	1, 725. 00	240. 00	1, 965. 00
Hubert I. Clemmer, of Indiana, junior land appraiser, 3 months 26 days at \$1,380, 8 months at \$1,680.....	1, 564. 67	237. 33	1, 802. 00
Clement S. Hill, of Kentucky, temporary junior land appraiser, 3 months 10 days at \$1,500; junior land appraiser, 6 months 20 days at \$1,500.....	1, 250. 00	200. 00	1, 450. 00
Brownie Browne, of Tennessee, temporary junior civil engineer, 6 months at \$1,500; junior civil engineer, 6 months at \$1,500.....	1, 500. 00	240. 00	1, 740. 00
William L. Cropley, of District of Columbia, temporary junior civil engineer, 3 months 15 days at \$1,500.....	437. 50	70. 00	507. 50
Bernard C. McGee, of Tennessee, temporary junior civil engineer, 1 month 29 days at \$1,800, 1 month 15 days at \$1,500; junior civil engineer, 2 months at \$1,500.....	732. 50	109. 33	841. 83
Lura J. Gass, of Tennessee, clerk, 2 months 9½ days at \$1,500.....	289. 58	46. 33	335. 91
George W. Miller, of Ohio, junior land appraiser, 10 days at \$1,380.....	38. 33	6. 67	45. 00
Frank W. Reed, of Tennessee, temporary junior civil engineer, 3 months 27 days at \$1,380.....	448. 50	78. 00	526. 50
Arthur L. Maddox, of Tennessee, temporary junior civil engineer, 6 months at \$1,380; junior civil engineer, 6 months at \$1,380.....	1, 380. 00	240. 00	1, 620. 00
Mary E. Sherer, of Tennessee, temporary junior clerk, 1 month 24 days at \$1,260; junior clerk, 7 months at \$1,260.....	924. 00	176. 00	1, 100. 00
W. C. Casey, of Tennessee, temporary junior civil engineer, 2 months 5 days at \$1,200.....	216. 67	43. 33	260. 00
Harry Dunn, of Tennessee, under clerk, 3 months at \$1,080; junior clerk, 9 months at \$1,200.....	1, 170. 00	240. 00	1, 410. 00
Harvey C. Sherer, of Ohio, senior telephone and telegraph engineer, 1 year at \$4,500.....	4, 500. 00	.....	4, 500. 00
J. C. Lathrop, of Michigan, temporary telephone and telegraph inspector, 29 days at \$2,100; telephone and telegraph inspector, 6 months at \$2,100.....	1, 219. 17	139. 33	1, 358. 50
B. T. Deltor, of Tennessee, telegraph inspector, 1 year at \$1,980.....	1, 980. 00	240. 00	2, 220. 00
S. H. Pearce, of Alabama, telephone and telegraph inspector, 1 year at \$1,980.....	1, 980. 00	240. 00	2, 220. 00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Central district.</i>			
W. D. Pence, of Wisconsin, member engineering board, 1 year at \$9,000.....	\$9,000.00	.....	\$9,000.00
George H. Bremner, of Illinois, district engineer, 1 year at \$6,000.....	6,000.00	.....	6,000.00
Wendell A. Van Hook, of Illinois, assistant district engineer, 1 year at \$5,000.....	5,000.00	.....	5,000.00
Orison B. Robbins, of Minnesota, senior structural engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
John R. Thompson, of Illinois, senior mechanical engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Theodore F. Laist, of Illinois, senior architect, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Walter M. O'Loughlin, of Minnesota, senior signal engineer, 1 year at \$3,900.....	3,900.00	.....	3,900.00
F. M. Patterson, of Illinois, senior civil engineer, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Anton B. Ziegweid, of Michigan, senior civil engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Carl August Hoglund, of Illinois, senior civil engineer, 3 months at \$2,400, 9 months at \$3,000.....	2,850.00	\$60.00	2,910.00
Claudio J. Da Silva, of Illinois, senior civil engineer, 3 months at \$2,700, 9 months at \$3,000.....	2,925.00	9.99	2,934.99
G. D. Leapley, of Iowa, senior civil engineer, 4 months at \$2,700, 8 months at \$3,000.....	2,900.00	13.32	2,913.32
M. R. Hoagland, of Illinois, senior structural engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
M. J. Cairns, of Illinois, senior mechanical engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Frederick G. White, of Illinois, senior signal engineer, 6 months at \$3,000.....	1,500.00	.....	1,500.00
R. N. Dodge, of Illinois, senior inspector car equipment, 3 months at \$2,700, 9 months at \$3,000.....	2,925.00	9.99	2,934.99
Henry La Rue, of Illinois, senior inspector car equipment, 3 months at \$2,700, 9 months at \$3,000.....	2,925.00	9.99	2,934.99
V. H. Reid, of Illinois, senior civil engineer, 4 months at \$2,400, 8 months at \$2,700.....	2,600.00	106.67	2,706.67
Frank C. Hasbrouck, of Indiana, senior inspector motive power, 9 months at \$2,700.....	2,025.00	29.97	2,054.97
Leslie A. Raff, of Minnesota, senior civil engineer, 11 months 19 days at \$2,400.....	2,326.67	232.67	2,559.34
Oscar G. Klenk, of Illinois, senior structural engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Herman J. Trum, jr., of Illinois, senior structural engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
F. G. Isherwood, of Illinois, senior inspector car equipment, 1 month at \$2,100, 4 months at \$2,400.....	1,750.00	100.00	1,075.00
L. T. Fleming, of Illinois, senior mechanical engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Rodman H. Bates, of Illinois, temporary senior mechanical engineer, 2 months 4 days at \$2,400; senior mechanical engineer, 7 months at \$2,400.....	1,826.67	182.67	2,009.34
J. E. Lindeman, of Illinois, senior mechanical engineer, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Robert Smith, of Illinois, senior mechanical engineer, 10 months at \$2,400.....	2,000.00	200.00	2,200.00
A. G. Slocum, of Illinois, temporary senior electrical engineer, 3 months at \$2,400; senior electrical engineer, 9 months at \$2,400.....	2,400.00	240.00	2,640.00
J. P. Hovey, of Michigan, senior signal engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
P. C. Magness, of Arkansas, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Merle W. Scott, of Illinois, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
P. E. Kreamer, of Illinois, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John C. Beyre, of Illinois, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
C. G. Schlaefli, of Wisconsin, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Harold R. Howes, of Illinois, senior civil engineer, 11 months 10 days at \$2,100.....	1,983.33	226.67	2,210.00
C. E. King, of Illinois, senior civil engineer, 3 months at \$1,800, 9 months at \$2,100.....	2,025.00	240.00	2,265.00
Harry R. Mahoney, of Illinois, temporary junior civil engineer, 3 months 25 days at \$1,920, senior civil engineer, 8 months at \$2,100.....	2,013.33	236.67	2,250.00
H. Joseph Goldberger, of Illinois, junior civil engineer, 4 months at \$1,800; senior civil engineer, 6 months at \$2,100.....	1,650.00	200.00	1,850.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Central district—Continued.</i>			
Adam C. Harmon, of Illinois, temporary junior structural engineer, 3 months 3 days at \$1,920; senior structural engineer, 8 months at \$2,100.....	\$1,896.00	\$222.00	\$2,118.00
William H. Cahill, of Illinois, senior structural engineer, 3 months at \$2,100.....	525.00	60.00	585.00
Roy V. Monahan, of Illinois, junior architect, 3 months 20 days at \$1,800; temporary senior structural engineer, 23 days at \$2,100; senior architect, 6 months at \$2,100.....	1,734.17	208.66	1,942.83
Dudley F. Holtman, of Illinois, temporary senior structural engineer, 2 months 22 days at \$2,100; senior structural engineer, 10 days at \$2,100.....	595.00	61.34	656.34
Joseph M. Colaw, of Illinois, temporary senior structural engineer, 1 month 25 days at \$2,100.....	326.66	37.34	364.00
Marcus Mullen, of Illinois, senior mechanical engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Ralph S. Gill, of Illinois, temporary senior mechanical engineer, 4 months 23 days at \$2,100.....	834.17	95.33	929.50
John E. Lowman, of Illinois, junior civil engineer, 5 months at \$1,680, 7 months at \$1,920.....	1,820.00	240.00	2,060.00
Paul W. Pittman, of Illinois, temporary junior mechanical engineer, 1 month and 21 days at \$1,800; junior electrical engineer, 2 months at \$1,800.....	555.00	74.00	629.00
Wm. Volkmann, of Illinois, junior civil engineer, 5 months at \$1,680, 7 months at \$1,800.....	1,750.00	240.00	1,990.00
R. A. Steinmayer, of Texas, temporary junior civil engineer, 6 months, 6 days at \$1,800.....	980.00	124.00	1,054.00
Bartlett W. Hill, of Illinois, temporary junior civil engineer, 3 months 21 days at \$1,800; junior civil engineer, 3 months at \$1,800.....	1,005.00	134.00	1,139.00
Alfred S. Reynolds, of Illinois, junior structural engineer, 8 months at \$1,800.....	1,200.00	160.00	1,360.00
Edward C. Holden, of Illinois, temporary junior structural engineer, 3 months 10 days at \$1,800; junior structural engineer, 5 months at \$1,800.....	1,250.00	166.67	1,416.67
Wm. J. Quinsler, of Illinois, temporary junior structural engineer, 4 months 18 days at \$1,800; junior structural engineer, 4 months at \$1,800.....	1,290.00	172.00	1,462.00
I. G. Anderson, of Illinois, temporary junior structural engineer, 2 months 18 days at \$1,800; junior structural engineer, 3 months at \$1,800.....	840.00	112.00	952.00
Alfred S. Reynolds, of Illinois, temporary junior structural engineer, 21 days at \$1,800.....	105.00	14.00	119.00
Byron M. Whitehouse, of Illinois, junior structural engineer, 3 months at \$1,800.....	450.00	60.00	510.00
George A. Schuster, of Illinois, temporary junior structural engineer, 13 days at \$1,800.....	65.00	8.67	73.67
Walter S. Gefvert, of Pennsylvania, temporary junior structural engineer, 4 months 17 days at \$1,800.....	685.00	91.34	776.34
William A. Levenfeld, of Illinois, temporary junior structural engineer, 3 months at \$1,680, 7 months at \$1,800.....	1,470.00	200.00	1,670.00
W. A. Chapel, of Illinois, temporary junior structural engineer, 10 months at \$1,800.....	1,500.00	200.00	1,700.00
H. E. Throne, of Illinois, temporary junior architect, 2 months 15 days at \$1,800.....	375.00	50.00	425.00
Robt. W. Brown, of Illinois, temporary junior architect, 2 months 27 days at \$1,800.....	435.00	58.00	493.00
E. E. Burkland, of Illinois, junior architect, 3 months at \$1,680, 9 months at \$1,800.....	1,770.00	240.00	2,010.00
Richard R. Adams, of Illinois, chief clerk, 8 months at \$1,800.....	1,200.00	160.00	1,360.00
John A. Ackerman, of Michigan, junior civil engineer, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
George C. Schaffer, of Illinois, junior civil engineer, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
Raymond C. Fuller, of Illinois, temporary junior civil engineer, 1 month at \$1,680; junior civil engineer, 11 months at \$1,680.....	1,680.00	240.00	1,920.00
Elmer M. Walsh, of Illinois, junior civil engineer, 4 months at \$1,500, 8 months at \$1,680.....	1,620.00	240.00	1,860.00
Neil E. Annable, of Illinois, junior civil engineer, 5 months 23 days at \$1,680.....	807.33	115.33	922.66
Leo E. Supple, of Illinois, junior civil engineer, 3 months 28 days at \$1,680.....	550.67	78.67	629.34
Earl J. Sternberg, of Iowa, temporary junior civil engineer, 2 months 11 days at \$1,680.....	331.33	47.33	378.66

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
Central district—Continued.			
Chas. M. Coff, of Illinois, temporary junior structural engineer, 3 months 15 days at \$1,680.....	\$490.00	\$70.00	\$560.00
Walter J. Heinze, of Pennsylvania, temporary junior structural engineer, 5 months 4 days at \$1,680.....	718.67	102.67	821.34
Anna E. Horn, of Illinois, clerk, 5 months at \$1,500, 7 months at \$1,680.....	1,605.00	240.00	1,845.00
Hedwig Schaumbloeffel, of Illinois, clerk, 5 months at \$1,500, 7 months at \$1,680.....	1,605.00	240.00	1,845.00
W. J. Kerlin, of Iowa, junior civil engineer, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Bernhard N. Landeen, of Illinois, junior civil engineer, 2 months at \$1,320, 10 months at \$1,500.....	1,470.00	240.00	1,710.00
Miles L. Brownell, of Iowa, temporary junior civil engineer, 3 months at \$1,200, 5 months at \$1,440; junior civil engineer, 4 months at \$1,500.....	1,400.00	240.00	1,640.00
Francis J. Foren, of Wisconsin, junior civil engineer, 15 days at \$1,500.....	62.50	10.00	72.50
Louise Pellens, of Illinois, temporary junior structural engineer, 1 month at \$1,500.....	125.00	20.00	145.00
Ellis A. Klinger, of Illinois, temporary junior structural engineer, 1 month 7 days at \$1,500.....	154.17	24.67	178.84
Lester L. Seifried, of Illinois, temporary junior structural engineer, 1 month 29 days at \$1,500.....	245.83	39.33	285.16
Irving Holtman, of Illinois, junior architect, 2 months at \$1,320, 10 months at \$1,500.....	1,470.00	210.00	1,710.00
Belle Scanlan, of Illinois, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Jennie M. Nielsen, of Illinois, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Gertrude E. Foster, of Illinois, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Edward B. Larsen, of Illinois, junior clerk, 1 month at \$1,320; clerk, 11 months at \$1,500.....	1,485.00	240.00	1,725.00
Edith Oberg, of Illinois, junior clerk, 3 months at \$1,320; clerk, 9 months at \$1,500.....	1,455.00	240.00	1,695.00
Ruby M. Peel, of Illinois, clerk, 6 months at \$1,500.....	750.00	120.00	870.00
Newell B. Hamilton, of Michigan, junior civil engineer, 4 months at \$1,200, 6 months at \$1,440.....	1,120.00	200.00	1,320.00
Ralph W. Belding, of Iowa, temporary junior civil engineer, 3 days at \$1,320.....	11.00	2.00	13.00
Bert Ford, of Illinois, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Alma M. Holden, of Illinois, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Martha L. Ford, of Illinois, junior clerk, 4 months at \$1,200, 3 months 10 days at \$1,320.....	766.67	146.67	913.34
June Prichard, of Illinois, under clerk, 3 months at \$1,080, junior clerk, 9 months at \$1,320.....	1,260.00	240.00	1,500.00
Laura McKenna, of Illinois, junior clerk, 4 months at \$1,200, 8 months at \$1,320.....	1,280.00	240.00	1,520.00
Emma B. C. Kloth, of Illinois, junior clerk, 4 months at \$1,200; 8 months at \$1,320.....	1,280.00	240.00	1,520.00
Margaret E. Maher, of Illinois, junior clerk, 4 months at \$1,200; 8 months at \$1,320.....	1,280.00	240.00	1,520.00
Lillian A. Tronzer, of Illinois, junior clerk, 4 months at \$1,200; 8 months at \$1,320.....	1,280.00	240.00	1,520.00
Anna M. O'Connor, of Illinois, junior clerk, 4 months at \$1,200; 8 months at \$1,320.....	1,280.00	240.00	1,520.00
Margaret Chace, of Illinois, temporary junior clerk, 2 months at \$1,200; junior clerk, 3 months at \$1,200, 7 months at \$1,320.....	1,270.00	240.00	1,510.00
Rollin R. Harrison, of Illinois, temporary junior civil engineer, 2 months at \$1,080; junior civil engineer, 8 months 7 days at \$1,200.....	1,003.33	204.67	1,208.00
Viola A. Lutz, of Illinois, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Anne E. Cahill, of Illinois, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Helen Ficklen, of Illinois, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Leona V. Sutphen, of Illinois, under clerk, 4 months at \$1,020; junior clerk, 4 months at \$1,200.....	740.00	160.00	900.00
Eleanor M. La Prath, of Illinois, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Bessie Shapiro, of Illinois, junior clerk, 11 months 15 days at \$1,200.....	1,150.00	230.00	1,380.00
Gertrude G. Foelsch, of Illinois, under clerk, 6 months at \$1,080; junior clerk, 6 months at \$1,200.....	1,140.00	240.00	1,380.00
Irene M. Lane, of New Hampshire, under clerk, 10 months at \$1,080; junior clerk, 2 months at \$1,200.....	1,100.00	240.00	1,340.00
Rose Folkman, of Illinois, under clerk, 10 months at \$1,080; junior clerk, 2 months at \$1,200.....	1,100.00	240.00	1,340.00
Edward W. Stowe, of Illinois, temporary junior clerk, 29 days at \$1,200; junior clerk, 10 months at \$1,200.....	1,096.67	219.33	1,316.00
Myron R. Stevens, of Wisconsin, temporary junior civil engineer, 2 months at \$1,080.....	180.00	40.00	220.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Central district—Continued.</i>			
Marcus R. King, of Illinois, temporary junior civil engineer, 2 months 8 days at \$1,080.....	\$204.00	\$45.33	\$249.33
Jessie B. Wadsworth, of Illinois, temporary under clerk, 15 days at \$1,080.....	45.00	10.00	55.00
William H. Fossett, of Illinois, temporary messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Jas. H. Underwood, of Illinois, accountant, 1 month at \$3,600, district accountant, 7 months at \$5,000, 4 months at \$6,000.....	5,216.67	.....	5,216.67
Oskar G. Kanston, of Illinois, accountant, 3 months at \$3,600, 5 months at \$3,900; assistant district accountant, 4 months at \$1,200.....	3,925.00	.....	3,925.00
Geo. S. Jenkins, of Illinois, assistant district accountant, 1 month at \$3,600, 1 month 2 days at \$1,200.....	673.33	.....	673.33
Prosper W. Smith, of Illinois, accountant, 6 months at \$3,600, 6 months at \$3,900.....	3,750.00	.....	3,750.00
Ernest E. Peterson, of Illinois, accountant, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Robert H. Malmø, of Minnesota, accountant, 4 months at \$3,000, 4 months \$1 days at \$3,600.....	2,287.50	.....	2,287.50
Robert M. Ferguson, of Illinois, accountant, 9 months at \$3,000, 3 months at \$3,300.....	3,075.00	.....	3,075.00
William R. Gaither, of Illinois, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Arthur Johnson, of Illinois, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Charles Mishek, of Minnesota, accountant, 1 month at \$2,700, 11 months at \$3,000.....	2,975.00	3.33	2,978.33
William P. Wissmann, of Illinois, accountant, 3 months at \$2,700, 9 months at \$3,000.....	2,925.00	9.99	2,934.99
Joseph P. Caulfield, of Illinois, accountant, 1 month at \$2,400, 8 months at \$2,520, 3 months at \$3,000.....	2,630.00	166.64	2,796.64
William J. Abbey, of Ohio, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
William W. Badger, of Illinois, accountant, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Arta Thacker, of Illinois, accountant, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
George McCullough, of Illinois, accountant, 3 months at \$2,400, 9 months at \$2,700.....	2,625.00	90.00	2,715.00
Joseph A. Mulhall, of Illinois, accountant, 1 month at \$2,400, 4 months 6 days at \$2,700.....	1,145.00	33.99	1,178.99
Max H. Maier, of Illinois, accountant, 3 months at \$2,400, 9 months at \$2,520.....	2,490.00	225.00	2,715.00
Samuel A. Bracken, of Illinois, accountant, 3 months at \$2,400, 9 months at \$2,520.....	2,490.00	225.00	2,715.00
Harry L. Warner, of Illinois, accountant, 4 months at \$2,220, 8 months at \$2,520.....	2,420.00	226.67	2,646.67
James T. Roache, of Illinois, accountant, 1 month at \$2,220, 11 months at \$2,400.....	2,385.00	240.00	2,625.00
Myron H. Colman, of Illinois, accountant, 1 month at \$2,220, 11 months at \$2,400.....	2,385.00	240.00	2,625.00
Arthur J. Dempsey, of Illinois, accountant, 1 month at \$2,220, 11 months at \$2,400.....	2,385.00	240.00	2,625.00
Archie H. Hafferkamp, of Illinois, accountant, 1 month at \$2,100, 2 months at \$2,220, 9 months at \$2,400.....	2,345.00	240.00	2,585.00
Lee A. Gollhardt, of Illinois, accountant, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
John I. McGowan, of Illinois, accountant, 7 months 16 days at \$2,400.....	1,506.67	150.67	1,657.34
Chas. W. Beattie, of Michigan, accountant, 7 months at \$2,400.....	1,400.00	140.00	1,540.00
C. Arthur Johnson, of Illinois, accountant, 6 months 18 days at \$2,400.....	1,320.00	132.00	1,452.00
Charles R. Mahan, of Illinois, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Thomas J. Buford, of Illinois, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Henry S. Coleman, of Minnesota, accountant, 1 month at \$2,100, 11 months at \$2,220.....	2,210.00	240.00	2,450.00
Wm. F. McDermott, of Illinois, accountant, 1 month at \$2,100, 11 months at \$2,220.....	2,210.00	240.00	2,450.00
Richard Pennelly, of Illinois, accountant, 3 months at \$2,100, 9 months at \$2,220.....	2,190.00	240.00	2,430.00
A. Hutcheson, Jr., of Illinois, accountant, 6 months 14 days at \$2,220.....	1,196.33	129.33	1,325.66
Raymond M. Lindsay, of Illinois, accountant, 4 months at \$2,220.....	740.00	80.00	820.00
Frederick F. Ring, of Massachusetts, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Charles Campbell, of Illinois, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John E. Hibbs, of South Carolina, accountant, 1 month at \$1,860, 11 months at \$2,100.....	2,080.00	240.00	2,320.00
Miles C. Trowbridge, of Illinois, junior clerk, 3 months at \$1,200; accountant, 9 months at \$2,100.....	1,875.00	240.00	2,115.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
Central district—Continued.			
Albert R. Sward, of Illinois, temporary accountant, 1 month 5 days at \$2,100; accountant, 7 months at \$2,100.....	\$1,429.17	\$163.33	\$1,592.50
William F. Janke, of Illinois, temporary accountant, 1 month 16 days at \$2,100; accountant, 6 months at \$2,100.....	1,318.33	150.67	1,469.00
Byron Lindquist, of Illinois, temporary accountant, 1 month 18 days at \$2,100; accountant, 5 months at \$2,100.....	1,155.00	132.00	1,287.00
Martin H. Anderson, of Illinois, temporary accountant, 3 months at \$2,100; accountant, 5 months at \$2,100.....	1,400.00	160.00	1,560.00
Jas. J. Muenker, of Missouri, temporary accountant, 2 months 18 days at \$2,100.....	455.00	52.00	507.00
Arba D. Law, of Illinois, temporary accountant, 3 months 6 days at \$2,100.....	560.00	64.00	624.00
Edmund D. Regan, of Illinois, temporary accountant, 3 months 27 days at \$2,100.....	682.50	78.00	760.50
John D. Myers, of Illinois, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Owen Wagner Procknow, of Wisconsin, junior clerk, 1 month 10 days at \$1,200.....	133.33	26.67	160.00
Gladys E. Alpern, of Illinois, under clerk, 3 months at \$1,080; junior clerk, 9 months at \$1,200.....	1,170.00	240.00	1,410.00
Mildred L. Wilson, of Iowa, junior clerk, 7 months at \$1,200.....	700.00	140.00	840.00
Evelyn Moriarty, of Illinois, junior clerk, 8 months 13 days at \$1,200.....	843.33	168.67	1,012.00
Clarence R. Curtis, of Illinois, under clerk, 10 months 9 days at \$1,080.....	927.00	206.00	1,133.00
William C. Lawson, of Illinois, valuation attorney, 1 year at \$6,000.....	6,000.00	.....	6,000.00
Edwin M. Van Petten, of Illinois, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Barney M. Scheid, of Illinois, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Lester W. Porter, of Illinois, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Louis E. Shoger, of Illinois, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Henry C. Geisler, of Illinois, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Edward P. Skene, of Illinois, senior land appraiser, 6 months 4 days at \$3,300.....	1,686.67	.....	1,686.67
Frank C. Smith, of Illinois, assistant valuation attorney, 10 months at \$3,300.....	2,750.00	.....	2,750.00
Arthur E. Sturges, of Illinois, senior land appraiser, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Jacob M. Hupp, of Illinois, senior land appraiser, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Wilbur J. Ryan, of Illinois, senior land appraiser, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Carl A. Shalberg, of Illinois, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Henry A. Sutherland, of Iowa, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
William H. Dixon, of Minnesota, senior land appraiser, 5 months 24 days at \$2,700.....	1,305.00	19.32	1,324.32
Willard E. Greenawalt, of Illinois, senior land appraiser, 3 months at \$2,100, 9 months at \$2,400.....	2,325.00	240.00	2,565.00
Edgar F. Horne, of Indiana, junior civil engineer, 3 months at \$1,200, 3 months at \$1,440, 6 months at \$1,920.....	1,620.00	240.00	1,860.00
Harry J. Moran, of Illinois, junior land appraiser, 6 months at \$1,500; senior land appraiser, 6 months at \$1,800.....	1,650.00	240.00	1,890.00
Glade Ives, of Illinois, temporary junior civil engineer, 7 months 13 days at \$1,800; junior civil engineer, 1 month at \$1,800.....	1,265.00	168.67	1,433.67
Robert E. Eddins, of Illinois, temporary junior civil engineer, 3 months 23 days at \$1,800; junior civil engineer, 4 months at \$1,800.....	1,165.00	155.33	1,320.33
Leo E. McCarthy, of Illinois, temporary junior civil engineer, 3 months 20 days at \$1,800; junior civil engineer, 4 months at \$1,800.....	1,150.00	153.33	1,303.33
John G. Strand, of Michigan, junior civil engineer, 1 year at \$1,650.....	1,680.00	240.00	1,920.00
William B. Sims, of Illinois, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Herbert A. Holmquist, of Illinois, temporary junior civil engineer, 19 days at \$1,500.....	79.17	12.67	91.84
Thos. D. Skene, of Illinois, temporary junior land appraiser, 3 months 24 days at \$1,380; junior land appraiser, 1 month at \$1,380.....	552.00	96.00	648.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Central district—Continued.</i>			
Irene A. Lequam, of Illinois, under clerk, 5 months at \$1,140; junior clerk, 7 months at \$1,200.....	\$1,175.00	\$240.00	\$1,415.00
A. T. Jenkins, of Pennsylvania, senior telephone and telegraph engineer, 1 year at \$3,900.....	3,900.00	.....	3,900.00
C. S. Chalfant, of Texas, senior telephone and telegraph inspector, 10 months at \$2,400.....	2,000.00	200.00	2,200.00
J. C. Martine, of Illinois, telephone and telegraph inspector, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Roy H. Johnson, of Michigan, telephone and telegraph inspector, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
G. S. Tulloch, of California, telephone and telegraph inspector, 2 months 10 days at \$1,800.....	350.00	46.67	396.67
Harold Kiesling, of Wisconsin, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Ruth W. Wilson, of Illinois, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
<i>Western district.</i>			
Carl C. Witt, of Kansas, member engineering board, 1 year at \$9,000.....	9,000.00	.....	9,000.00
Louis Hood, of Texas, assistant district engineer, 1 year at \$5,000.....	5,000.00	.....	5,000.00
Frank Beates Scheetz, of Missouri, senior structural engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Francis H. Adams, of Kansas, senior mechanical engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Arthur B. Du Bray, of Missouri, senior signal engineer, 1 year at \$3,900.....	3,900.00	.....	3,900.00
A. W. Heyer, of Missouri, senior civil engineer, 1 year at \$3,300.....	3,300.00	.....	3,300.00
A. H. Worley, of Missouri, senior structural engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Henry A. Herndon, of Missouri, senior mechanical engineer, 1 month at \$2,400, 9 months at \$3,000.....	2,450.00	20.00	2,470.00
Wm. De Ozro Davis, of Kansas, senior electrical engineer, 11 months 18 days at \$3,000.....	2,900.00	.....	2,900.00
Aloysius L. Gunther, of Kansas, senior inspector motive power, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Claude C. Meadows, of Oklahoma, senior inspector car equipment, 1 month at \$3,000.....	250.00	.....	250.00
Roy A. Porterfield, of Kansas, senior civil engineer, 1 year at \$2,880.....	2,880.00	.....	2,880.00
John E. Hansbury, of Missouri, senior civil engineer, 1 year at \$2,880.....	2,880.00	.....	2,880.00
Robert W. Shields, of Kansas, senior civil engineer, 1 year at \$2,880.....	2,880.00	.....	2,880.00
O. C. Boerner, of Kansas, senior civil engineer, 1 year at \$2,880.....	2,880.00	.....	2,880.00
Raymond Alvan Kizer, of Kansas, senior structural engineer, 1 year at \$2,880.....	2,880.00	.....	2,880.00
John F. Casey, of Texas, senior inspector car equipment, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
W. F. Cox, of Ohio, senior inspector car equipment, 9 months at \$2,400, 3 months at \$2,700.....	2,475.00	190.00	2,665.00
Edward John Schell, of Missouri, senior structural engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Frank M. Plake, of Kansas, senior structural engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
R. B. Houston, of Missouri, senior structural engineer, 3 months at \$2,100, 9 months at \$2,400.....	2,325.00	240.00	2,565.00
Frederick A. Buell, of Colorado, senior electrical engineer, 1 month at \$2,100, 11 months at \$2,400.....	2,375.00	240.00	2,615.00
Carl W. Gasaway, of Missouri, senior structural engineer, 1 year at \$2,280.....	2,280.00	240.00	2,520.00
P. S. Chamberlain, of Kansas, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edwin R. Fleming, of Missouri, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Albert J. Chandler, of Wisconsin, temporary junior civil engineer, 5 months at \$1,800; junior civil engineer, 7 months at \$2,100.....	1,975.00	240.00	2,215.00
M. H. Hutchinson, of Kansas, temporary junior civil engineer, 1 month at \$1,920; senior civil engineer, 4 months at \$2,100.....	860.00	100.00	960.00
John M. Waller, of Missouri, senior structural engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Seaborn J. Cunningham, of Missouri, senior structural engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
Western district—Continued.			
William L. Churchill, of Missouri, senior structural engineer, 1 year at \$2,100.....	\$2,100.00	\$240.00	\$2,340.00
R. R. Shay, of Illinois, junior mechanical engineer, 3 months at \$1,920; senior mechanical engineer, 9 months at \$2,100...	2,055.00	240.00	2,295.00
Michael J. Tressell, of Iowa, junior mechanical engineer, 3 months at \$1,920; senior mechanical engineer, 9 months at \$2,100.....	2,014.17	235.33	2,249.50
Kenneth H. Cope, of Missouri, senior electrical engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Horace C. Lamberton, of Missouri, senior signal engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Bentley L. Mahon, of Texas, senior inspector car equipment, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Jonas E. Clark, of Kansas, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John H. Sleeper, of Texas, junior civil engineer, 1 year at \$1,920.	1,920.00	240.00	2,160.00
Lawrence A. Leonard, of Kansas, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
H. N. Finney, of Missouri, junior civil engineer, 1 year at \$1,920.	1,920.00	240.00	2,160.00
Fred M. Carlock, of Missouri, temporary junior civil engineer, 23 days at \$1,920; junior civil engineer, 7 months at \$1,920...	1,242.67	155.33	1,398.00
W. W. Smith, of Kansas, temporary junior civil engineer, 6 months 11 days at \$1,680; junior civil engineer, 3 months at \$1,920.....	1,371.33	187.33	1,558.66
Charles C. Dettweiler, of Alabama, temporary junior civil engineer, 2 months 15 days at \$1,800, 6 months at \$1,920; junior civil engineer, 2 months at \$1,920.....	1,655.00	210.00	1,865.00
Edw. F. Smith, of Missouri, junior mechanical engineer, 1 month 23 1/2 days at \$1,920.....	283.05	35.38	318.43
Fred Elliott, Jr., of Nebraska, inspector car equipment, 6 months 3 days at \$1,920.....	976.00	122.00	1,098.00
Matthew Sofka, of Missouri, inspector car equipment, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
V. W. Balderson, of Kansas, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Harry H. Harvey, of Missouri, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Charles B. Hutton, of Missouri, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Floyd R. Wheeler, of Nebraska, junior civil engineer, 11 months 15 days at \$1,800.....	1,725.00	230.00	1,955.00
Frank Spodick, of New York, temporary junior civil engineer, 2 months at \$1,800; junior civil engineer, 10 months at \$1,800.....	1,800.00	240.00	2,040.00
George S. Douglass, of Kansas, temporary junior civil engineer, 2 months at \$1,800; junior civil engineer, 10 months at \$1,800.....	1,800.00	240.00	2,040.00
Thomas Jennings, of New York, junior civil engineer, 2 months 18 days at \$1,800.....	390.00	52.00	442.00
A. R. Towse, of Florida, temporary junior civil engineer, 2 months 20 days at \$1,800; junior civil engineer, 6 months at \$1,800.....	1,300.00	173.33	1,473.33
Lawrence Gallagher, of Missouri, temporary junior civil engineer, 5 months 13 days at \$1,800; junior civil engineer, 3 months at \$1,800.....	1,265.00	168.67	1,433.67
D. L. Hutchinson, of Colorado, temporary junior civil engineer, 5 months 14 days at \$1,800; junior civil engineer, 2 months at \$1,800.....	1,120.00	149.33	1,269.33
Ralph U. Brochie, of Missouri, temporary junior civil engineer, 10 months at \$1,800; junior civil engineer, 2 months at \$1,800.....	1,800.00	240.00	2,040.00
F. C. Cudworth, of Oklahoma, temporary junior civil engineer, 5 months 3 days at \$1,800.....	765.00	102.00	867.00
Claude E. McCormick, of Missouri, junior structural engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Grover C. Thompson, of Missouri, junior civil engineer, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
Rudolph O. Johnson, of Minnesota, junior civil engineer, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
Burnett F. Treat, of Kansas, temporary junior civil engineer, 15 days at \$1,680.....	70.00	10.00	80.00
Eric Ericson, of Missouri, junior civil engineer, 8 months at \$1,680.....	1,120.00	160.00	1,280.00
George N. Herron, Jr., of Kansas, junior civil engineer, 3 months 22 days at \$1,680.....	522.67	74.67	597.34
Mark G. Rimmer, of Texas, junior civil engineer, 1 month at \$1,500, 9 months 10 days at \$1,680.....	1,431.67	206.67	1,638.34

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued			
<i>Western district—Continued.</i>			
Wm. R. Fisher, of Missouri, junior structural engineer, 9 months at \$1,680.....	\$1,260.00	\$180.00	\$1,440.00
Harry A. Spurrier, of Missouri, clerk, 5 months at \$1,500; chief clerk, 7 months at \$1,680.....	1,605.00	240.00	1,845.00
Rosecoe F. Beachum, of Missouri, junior civil engineer, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Harold E. Bailey, of Kansas, junior civil engineer, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
John Paul Shepherd, of Nebraska, junior civil engineer, 11 months 29 days at \$1,500.....	1,495.83	239.33	1,735.16
Raymond P. Arnold, of Texas, junior civil engineer, 5 months 28 days at \$1,500.....	741.67	118.67	860.34
John L. Bradford, of Missouri, temporary junior civil engineer, 10 months at \$1,500; junior civil engineer, 2 months at \$1,500.....	1,500.00	240.00	1,740.00
Roy R. Downs, of Missouri, temporary junior civil engineer, 1 month 11 days at \$1,500; temporary junior structural engineer, 1 month at \$1,500; junior structural engineer 5 months at \$1,500.....	920.83	147.33	1,068.16
Vincil G. Kern, of Missouri, temporary junior civil engineer, 29½ days at \$1,500.....	122.92	19.66	142.58
Ralph W. Patton, of Missouri, junior civil engineer, 1 month 6 days at \$1,500.....	150.00	24.00	174.00
G. W. Schwartz, of Missouri, temporary junior civil engineer, 1 month 23 days at \$1,500.....	220.83	35.33	256.16
Joe B. Butler, of Kansas, junior civil engineer, 1 month at \$1,320, 1 month 2 days at \$1,500.....	243.33	41.33	284.66
Walter R. McCaslin, of Missouri, junior civil engineer, 2 months 24 days at \$1,500.....	350.00	56.00	406.00
Djevad Eyoub, of New York, temporary junior civil engineer, 21 days at \$1,500.....	87.50	14.00	101.50
Aaron J. Schollars, of Missouri, temporary junior civil engineer, 1 month at \$1,320, 7 months at \$1,500.....	985.00	160.00	1,145.00
Alfred P. Goodwin, of Missouri, junior architect, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Mera McLellan, of Missouri, draftsman, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Hazel C. Rodgers, of Missouri, chief clerk, 4 months 16 days at \$1,500.....	566.67	90.67	657.34
Alice F. Wolfberg, of Missouri, clerk, 11 months 9½ days at \$1,500.....	1,414.73	226.36	1,641.09
Edythe M. Groh, of Missouri, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
E. Lloyd McAfee, of Missouri, clerk, 8 months 23½ days at \$1,500.....	1,096.43	175.42	1,271.85
B. V. McDaniel, of Arkansas, junior structural engineer, 10 months 13 days at \$1,440.....	1,252.00	208.67	1,460.67
E. G. Wall, of Missouri, junior civil engineer, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
L. J. Corcoran, of Minnesota, temporary junior civil engineer, 22 days at \$1,320.....	80.67	14.67	95.34
Vaughn Kern, of Indiana, temporary junior civil engineer, 2 months at \$1,320.....	220.00	40.00	260.00
Francis C. Goss, of Texas, temporary junior civil engineer, 2 months at \$1,320; junior civil engineer, 10 months at \$1,320.....	1,320.00	240.00	1,560.00
A. M. Vanneman, of Missouri, temporary junior civil engineer, 6 months 22 days at \$1,320.....	740.67	134.67	875.34
A. G. Arnold, of Missouri, temporary junior civil engineer, 3 months at \$1,200, 4 months at \$1,320.....	740.00	140.00	880.00
Allen Ramey, of Kansas, temporary junior structural engineer, 10 months 10 days at \$1,320.....	1,136.67	206.67	1,343.34
C. E. Coffenberger, of Missouri, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Mabel P. Sneed, of Missouri, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Bertha V. Miller, of Missouri, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Etna R. Moberly, of Kansas, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Eva C. Fansher, of Missouri, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Maud Lucile Allen, of Missouri, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Emma W. Sinclair, of Missouri, under clerk, 4 months at \$1,080; junior clerk, 8 months at \$1,320.....	1,240.00	240.00	1,480.00
Cliff I. Cunningham, of Missouri, junior clerk, 1 month 13½ days at \$1,320.....	159.32	28.97	188.29
Geo. A. Kahmann, of Missouri, temporary junior structural engineer, 6 months at \$1,080; 2 months at \$1,200.....	740.00	160.00	900.00
Stewart E. Goodman, of Missouri, temporary junior structural engineer, 6 months at \$1,080, 2 months at \$1,200.....	740.00	160.00	900.00
A. Maitland, Jr., of Missouri, temporary junior structural engineer, 8 months at \$1,200; junior structural engineer, 4 months at \$1,200.....	1,200.00	240.00	1,440.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
Western district—Continued.			
Lee O. Cox, jr., of Missouri, temporary junior civil engineer, 2 months at \$1,200.....	\$200.00	\$40.00	\$240.00
James E. Chisholm, of Louisiana, junior civil engineer, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Marcus A. Hall, of Missouri, temporary junior civil engineer, 1 month 2 days at \$1,200.....	106.67	21.33	128.00
Ruth Marie Umstead, of Missouri, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Aubrey F. Suitt, of Kansas, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Leone Pursel, of Missouri, junior clerk, 1 month 15 days at \$1,200.....	150.00	30.00	180.00
Evert K. Shively, of Missouri, temporary rod and chainman, 2 months 3 days at \$1,080.....	189.00	42.00	231.00
Mary I. Soule, of Missouri, under clerk, 1 year at \$1,080.....	1,080.00	240.00	1,320.00
Grace R. Skinner, of Missouri, under clerk, 2 months 28 days at \$1,080.....	264.00	58.67	322.67
Gladys W. Canoose, of Missouri, under clerk, 2 months 17 days at \$1,080.....	231.00	51.33	282.33
Ruby Naomi Fuller, of Missouri, under clerk, 8 months at \$1,080.....	720.00	160.00	880.00
Golden M. Deardorff, of Missouri, under clerk, 8 months at \$1,080.....	720.00	160.00	880.00
James H. Orr, of Nebraska, temporary junior civil engineer, 1 month 20 days at \$900.....	125.00	33.34	158.34
Louis Christine, of Kansas, temporary junior structural en- gineer, 4 months 16 days at \$900.....	340.00	90.67	430.67
John W. Carrothers, of Missouri, temporary rod and chain- man, 2 months 11 days at \$900.....	183.00	47.33	230.33
Minnie McLomax, of Missouri, temporary janitor, 22 days at \$720.....	44.00	14.67	58.67
Nathan Manley, of Missouri, unskilled laborer, 1 year at \$600.....	600.00	240.00	840.00
John O. Thavis, of Washington, district accountant, 1 year at \$6,000.....	6,000.00		6,000.00
Lawrence I. Powers, of Kansas, accountant, 8 months at \$4,200; assistant district accountant, 4 months at \$4,200.....	4,200.00		4,200.00
George G. Rainouard, of Texas, assistant district account- ant, 7 months 14 days at \$4,200.....	2,613.33		2,613.33
George B. Coleman, of Oklahoma, accountant, 4 months at at \$3,000, 8 months at \$3,600.....	3,400.00		3,400.00
W. O. Mitchell, of Colorado, accountant, 4 months at \$3,000, 8 months at \$3,600.....	3,400.00		3,400.00
Frank R. Stebbins, of Texas, accountant, 4 months at \$3,000, 8 months at \$3,600.....	3,400.00		3,400.00
Water Sager, of Oklahoma, accountant, 4 months at \$3,000, 8 months at \$3,300.....	3,200.00		3,200.00
Richard K. White, of Texas, accountant, 8 months at \$2,700, 4 months at \$3,300.....	2,900.00	26.66	2,926.66
Harold W. Ross, of Texas, accountant, 1 year at \$3,000.....	3,000.00		3,000.00
William J. Condon, of Colorado, accountant, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Arthur W. Hilton, of Oklahoma, accountant, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Harry M. Doyle, of Missouri, accountant, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
William H. O'Hara, of Texas, accountant, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Earl B. Leach, of Oklahoma, accountant, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Orin J. Thompson, of Nebraska, accountant, 11 months 15 days at \$2,520.....	2,415.00	210.82	2,625.82
Henry Ekman, of North Dakota, accountant, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Claude H. Strickland, of Texas, accountant, 7 months 16 days at \$2,400.....	1,506.67	150.67	1,657.34
W. L. Holland, of Texas, accountant, 6 months 3 days at \$2,400.....	1,220.00	122.00	1,342.00
W. H. Boyne, of District of Columbia, accountant, 4 months at \$2,400.....	800.00	80.00	880.00
George Mitchell, of Kansas, accountant, 3 months 23 days at \$2,400.....	753.33	75.33	828.66
Vernor M. Johnston, of Missouri, accountant, 15 days at \$2,400.....	100.00	10.00	110.00
John R. Johnson, of Texas, accountant, 9 days at \$2,400.....	60.00	6.00	66.00
Ernest G. Watkins, of Texas, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
William H. Sharatt, of Texas, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Adolph H. Hertwig, of Texas, accountant, 1 month at \$1,980, 11 months at \$2,100.....	2,090.00	240.00	2,330.00
Ernest M. Welch, of Missouri, junior clerk, 1 month at \$1,200; accountant, 11 months at \$2,100.....	2,025.00	240.00	2,265.00
Harvey P. Holt, of Kansas, accountant, 9 months at \$2,100.....	1,575.00	180.00	1,755.00
John L. Hagney, of Missouri, accountant, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Laurence A. Lawrence, of Colorado, accountant, 7 months 9 days at \$2,100.....	1,277.50	146.00	1,423.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
Western district—Continued.			
Jesse B. McFarland, of Virginia, accountant, 6 months 15 days at \$2,100.....	\$1,137.50	\$130.00	\$1,267.50
Harry M. Wagner, of Missouri, accountant, 4 months 28 days at \$2,100.....	1,038.33	118.67	1,157.00
Eli O. Raup, of Colorado, accountant, 1 month at \$1,860, 3 months 13 days at \$2,100.....	755.83	88.67	844.50
Parke S. Dunn, of Washington, accountant, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Henrietta Hill, of Kansas, junior clerk, 4 months at \$1,200, 8 months at \$1,440.....	1,360.00	240.00	1,600.00
Laura E. Terry, of Missouri, junior clerk, 4 months at \$1,200, 8 months at \$1,440.....	1,360.00	240.00	1,600.00
Gretna M. Spokesfield, of Missouri, junior clerk, 8 months 20 days at \$1,200.....	866.67	173.33	1,040.00
Martha B. Lauder, of Missouri, under clerk, 3 months at \$1,020.....	255.00	60.00	315.00
Chas. F. Newman, of Missouri, valuation attorney, 1 year at \$6,000.....	6,000.00	.....	6,000.00
Eugene W. Reed, of Nebraska, senior land appraiser, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Allen O. St. John, of Missouri, senior land appraiser, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Jas. E. Eubank, of Texas, senior land appraiser, 11 months 27 days at \$3,000.....	2,983.03	.....	2,983.03
Lee O. Cox, of Texas, senior land appraiser, 3 months at \$2,400, 9 months at \$3,000.....	2,850.00	60.00	2,910.00
Charles R. Stevenson, of Missouri, senior land appraiser, 7 months at \$3,000.....	1,750.00	.....	1,750.00
John F. Roe, of Colorado, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
William M. A. Olds, of Ohio, senior land appraiser, 11 months 10 days at \$2,700.....	2,550.00	37.77	2,587.77
Charles H. Baumbaugh, of Missouri, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Wilfred T. Harris, of Missouri, senior land appraiser, 6 months at \$2,400, 6 months at \$2,700.....	2,550.00	140.01	2,690.01
Paul R. McCann, of Illinois, senior land appraiser, 4 months at \$2,400, 5 months 23 days at \$2,700.....	2,097.50	99.22	2,196.72
Charles S. Holbrook, of Kansas, temporary senior land appraiser, 10 days at \$2,700; senior land appraiser, 8 months 17½ days at \$2,700.....	2,005.71	29.68	2,035.39
William D. Kenney, of Missouri, senior land appraiser, 10 months 27 days at \$2,700.....	2,452.50	36.30	2,488.80
Davis E. Decker, of Texas, senior land appraiser, 10 months 21½ days at \$2,400.....	2,145.71	214.57	2,360.28
Thomas P. Whitis, of Texas, senior land appraiser, 3 months at \$2,100, 8 months 9½ days at \$2,400.....	2,188.34	226.33	2,414.67
Jewell D. Martin, of Illinois, senior land appraiser, 7 months 2 days at \$2,400.....	1,413.33	141.33	1,554.66
Francis H. Murray, of Minnesota, senior land appraiser, 12 days at \$2,400.....	80.00	8.00	88.00
William A. Norelius, of Minnesota, senior land appraiser, 1 month 20 days at \$2,400.....	333.33	33.33	366.66
Jorgen Christiansen, of California, senior land appraiser, 7 months at \$2,400.....	1,400.00	140.00	1,540.00
Hugh A. Randall, of Oklahoma, senior land appraiser, 3 months at \$2,100, 2 months 9 days at \$2,400.....	985.00	106.00	1,091.00
Roscoe L. Surlis, of Texas, temporary senior land appraiser, 4 months 23½ days at \$2,100; senior land appraiser, 5 months 4 days at \$2,100.....	1,864.17	198.38	2,062.55
Joseph H. Hollister, of Missouri, temporary senior land appraiser, 3 months 17 days at \$2,100; senior land appraiser, 5 months at \$2,100.....	1,499.17	171.33	1,670.50
J. Irwin Martin, of Missouri, temporary senior land appraiser, 3 months 16 days at \$2,100.....	618.33	70.67	689.00
George W. Spragins, of Nebraska, senior land appraiser, 9 months 14 days at \$2,100.....	1,656.67	189.33	1,846.00
Barrett Schaffer, of Missouri, temporary junior civil engineer, 1 month at \$1,500; junior civil engineer, 2 months at \$1,800, 9 months at \$1,980.....	1,910.00	240.00	2,150.00
Jasper A. Jackson, of Oklahoma, temporary junior civil engineer, 2 months 11 days at \$1,800; junior civil engineer, 5 months at \$1,920.....	1,155.00	147.33	1,302.33
Charles W. Laughlin, of Missouri, temporary junior civil engineer, 3 months 26 days at \$1,800; junior telephone engineer, 2 months at \$1,800.....	880.00	117.33	997.33
Benjamin Bean, of Missouri, temporary junior civil engineer, 6 months at \$1,800; junior civil engineer, 2 months at \$1,800.....	1,200.00	160.00	1,360.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued,			
<i>Western district—Continued.</i>			
Lucian D. Lea, of Missouri, temporary junior civil engineer, 6 months 6 days at \$1,920; junior civil engineer, 1 month 20 days at \$1,800.....	\$1,242.00	\$157.33	\$1,399.33
Joseph P. Buckhannan, of Missouri, junior civil engineer, 1 month at \$1,500, 11 months at \$1,680.....	1,665.00	240.00	1,905.00
Arthur J. Smith, of Missouri, temporary junior civil engineer, 20 days at \$1,680.....	93.34	13.34	106.68
Lawrence I. Champe, of Kansas, junior mechanical engineer, 9 months 18½ days at \$1,680.....	1,346.67	192.38	1,539.05
James H. Elkins, of District of Columbia, temporary junior civil engineer, 3 months 7 days at \$1,500.....	404.17	64.67	468.84
Bertha Hawk, of Kansas, junior clerk, 3 months at \$1,200, 9 months at \$1,440.....	1,380.00	240.00	1,620.00
Dorothy C. Rahe, of Missouri, temporary junior clerk, 1 month 4 days at \$1,200; junior clerk, 3 months at \$1,200, 7 months at \$1,440.....	1,253.33	222.67	1,476.00
Lesley N. Reed, of Missouri, junior clerk, 3 months at \$1,200, 5 months 15 days at \$1,440.....	960.00	170.00	1,130.00
Leon W. Crowl, of Missouri, temporary junior civil engineer, 12 days at \$1,320.....	44.00	8.00	52.00
Raymond Hansen, of Missouri, temporary junior civil engineer, 8 months 24 days at \$1,320.....	968.00	176.00	1,144.00
Erma D. Brown, of Missouri, junior clerk, 2 months 17½ days at \$1,200.....	258.34	51.66	310.00
Lillian L. Lynn, of Missouri, temporary under clerk, 18 days at \$1,080.....	54.00	12.00	66.00
F. S. Lyman, of Missouri, senior telephone and telegraph engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Oscar B. Bourn, of Missouri, telephone and telegraph inspector, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Richard L. Gilles, of North Dakota, telephone inspector, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
B. Richardson, of Texas, senior telephone and telegraph engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Zadie A. Kimbro, of Texas, telephone and telegraph inspector, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
<i>Pacific district.</i>			
R. A. Thompson, of California, member engineering board, 1 year at \$9,000.....	9,000.00	.....	9,000.00
C. H. Byers, of Washington, district engineer, 1 year at \$6,000.....	6,000.00	.....	6,000.00
Frank T. Oakley, of California, senior structural engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
W. H. Davisson, of Oregon, assistant district engineer, 9 months 18 days at \$5,000.....	3,999.94	.....	3,999.94
William W. Johnston, of Washington, senior mechanical engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
Henry J. Saunders, of Montana, senior civil engineer, 1 year at \$3,600.....	3,600.00	.....	3,600.00
J. F. Alexander, of Kansas, senior signal engineer, 1 year at \$3,300.....	3,300.00	.....	3,300.00
E. W. Ray, of Washington, senior civil engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
G. T. Morris, of Montana, senior civil engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
C. N. Kast, of Washington, senior civil engineer, 8 months at \$3,000.....	2,000.00	.....	2,000.00
C. G. Crockett, of California, senior civil engineer, 1 year at \$3,000.....	3,000.00	.....	3,000.00
R. E. Towne, of Utah, senior electrical engineer, 10 months at \$3,000.....	2,500.00	.....	2,500.00
C. M. Bates, of Washington, senior structural engineer, 8 months at \$2,700; 4 months at \$3,000.....	2,800.00	26.66	2,826.66
J. H. Lane, of California, senior structural engineer, 6 months 27 days at \$3,000.....	1,725.00	.....	1,725.00
H. A. Minton, of California, senior architect, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Walter J. Thomas, of California, senior inspector motive power, 11 months 27 days at \$2,700.....	2,677.50	39.66	2,717.16
Clifford A. Templeton, of Montana, senior civil engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Howard C. Miller, of California, senior civil engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
C. L. Dimmler, of California, senior structural engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
James Gallagher, of Washington, senior structural engineer, 9 months at \$2,100, 3 months at \$2,400.....	2,175.00	240.00	2,415.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Pacific district—Continued.</i>			
H. W. Austin, of California, senior mechanical engineer, 1 year at \$2,400.....	\$2,400.00	\$240.00	\$2,640.00
R. E. Heine, of California, senior mechanical engineer, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
C. A. Hall, of California, temporary senior mechanical engineer, 3 months at \$2,100, 7 months at \$2,400 senior mechanical engineer, 2 months at \$2,400.....	2,325.00	240.00	2,565.00
W. J. Paunt, of California, senior inspector car equipment, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
T. P. Smyth, of California, senior inspector car equipment, 11 months 25½ days at \$2,400.....	2,370.00	237.00	2,607.00
C. B. Rush, of California, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Neil S. McNamara, of Washington, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Paul E. Dufour, of California, senior civil engineer, 8 months 28 days at \$2,100.....	1,563.33	178.67	1,742.00
Burt Arthur, of Ohio, senior clerk, 5 months 25 days at \$2,100.....	1,020.83	116.67	1,137.50
F. L. A. Gorkinski, of California, senior structural engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
L. F. Coon, of California, senior mechanical engineer, 11 months 15½ days at \$2,100.....	2,015.42	230.33	2,245.75
L. H. Patten, of California, temporary junior mechanical engineer, 2 months, at \$1,920; senior mechanical engineer, 10 months at \$2,100.....	2,070.00	240.00	2,310.00
Dean Wilson, of Montana, junior electrical engineer, 2 months at \$1,920; senior electrical engineer, 10 months at \$2,100.....	2,070.00	240.00	2,310.00
H. F. Lindacher, of California, junior architect, 3 months at \$1,920; senior architect, 9 months at \$2,100.....	2,055.00	240.00	2,295.00
John E. Boice, of New York, chief clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Chas. H. Wolfram, of Maryland, senior clerk, 3 months 27 days at \$2,100.....	682.50	78.00	760.50
Richard I. Gloster, of Oregon, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
William A. Robinson, of Oregon, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
C. A. Norden, of California, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
A. L. Anderson, of California, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
John V. Rast, of Oregon, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
B. W. Booker, of California, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
Harry H. Reynolds, of Montana, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
J. F. Jeffrey, of California, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
W. R. Densmore, of Washington, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
F. M. Purdy, of Washington, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
Rexford Gile, of Washington, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
F. W. Herron, of California, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
D. E. Jacobson, of California, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
E. E. Bellinger, of California, junior civil engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
H. L. Moricette, of California, junior civil engineer, 7 months 4 days at \$1,920.....	1,141.33	142.67	1,284.00
M. H. Wright, of California, junior structural engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
D. D. Sprague, of Wisconsin, temporary junior structural engineer, 3 months at \$1,800; junior structural engineer, 9 months at \$1,920.....	1,890.00	240.00	2,130.00
W. A. Worthington, of California, junior mechanical engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
F. J. Leonard, of Washington, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
N. E. Dahneke, of California, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
W. J. Fisher, of California, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
W. G. Scollard, of Montana, junior civil engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
R. B. Giles, of California, temporary junior civil engineer, 5 months at \$1,800.....	750.00	100.00	850.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Pacific district—Continued.</i>			
Fred S. Northrup, of Illinois, temporary junior mechanical engineer, 3 months at \$1,500; junior mechanical engineer, 5 months at \$1,800.....	\$1,125.00	\$160.00	\$1,285.00
H. S. Langland, of Minnesota, temporary junior electrical engineer, 10 months 10 days at \$1,800.....	1,550.00	206.66	1,756.66
T. R. Plant, of California, temporary junior civil engineer, 6 months 19 days at \$1,680; junior civil engineer, 5 months at \$1,740.....	1,653.67	232.67	1,886.34
C. A. Russell, of California, temporary junior structural engineer, 25 days at \$1,680; junior structural engineer, 10 months 14 days at \$1,680.....	1,520.34	217.19	1,737.53
R. W. Edminson, of California, temporary junior structural engineer, 9 months 4 days at \$1,680.....	1,278.67	182.67	1,461.34
R. R. Smith, of California, temporary junior structural engineer, 10 months at \$1,680; junior structural engineer, 2 months at \$1,680.....	1,680.00	240.00	1,920.00
R. R. McClure, of California, temporary junior civil engineer, 10 months 27 days at \$1,680.....	1,526.00	218.00	1,744.00
A. O. Montijo, of Mexico, temporary junior civil engineer, 11 months 10 days at \$1,680.....	1,586.67	226.67	1,813.34
D. D. Gurley, of California, temporary junior civil engineer, 3 months 13 days at \$1,680.....	450.67	68.67	549.34
Frederick Spengler, of California, temporary junior civil engineer, 1 month at \$1,680.....	140.00	20.00	160.00
A. M. Betaque, of California, temporary junior civil engineer, 1 month 1½ days at \$1,680.....	146.66	20.95	167.61
H. W. Dolan, of Wisconsin, temporary junior mechanical engineer, 11 months 15 days at \$1,680.....	1,610.00	230.00	1,840.00
Fred Dewhurst, of California, temporary junior mechanical engineer, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
F. E. Cassady, of California, temporary junior civil engineer, 4 months at \$1,500; junior civil engineer, 3 months at \$1,560.....	890.00	140.00	1,030.00
E. M. Mitchell, of California, temporary junior civil engineer, 21 days at \$1,560.....	91.00	14.00	105.00
G. W. Loneragan, of California, temporary junior civil engineer, 9 months 18 days at \$1,560.....	1,248.00	192.00	1,440.00
O. F. Simpson, of California, temporary junior structural engineer, 8 months at \$1,500.....	1,000.00	160.00	1,160.00
C. A. Ordway, of California, temporary junior structural engineer, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
A. T. Rogers, of California, temporary junior civil engineer, 11 months 8 days at \$1,500.....	1,408.33	225.33	1,633.66
M. E. Sweeney, of California, temporary junior civil engineer, 8 months 5 days at \$1,320; junior civil engineer, 2 months at \$1,500.....	1,148.33	203.33	1,351.66
L. S. Gurley, of California, temporary junior civil engineer, 5 months 4 days at \$1,500.....	641.66	102.66	744.32
K. R. McPherson, of California, temporary junior civil engineer, 8 months 14 days at \$1,500.....	1,058.33	169.33	1,227.66
F. L. Philbrook, of California, temporary junior civil engineer, 7 months 7 days at \$1,500.....	904.16	144.66	1,048.82
May E. Cavanaugh, of California, clerk, 11 months 19½ days at \$1,500.....	1,456.25	233.00	1,689.25
A. C. Neal, of California, temporary junior civil engineer, 4 months 10 days at \$1,440.....	520.00	86.67	606.67
Grace F. Pease, of California, junior clerk, 2 months at \$1,320, 10 months at \$1,440.....	1,420.00	240.00	1,660.00
Ethel Peavey, of California, junior clerk, 9 months 22 days at \$1,440.....	1,168.00	194.67	1,362.67
A. M. Lunsmann, of California, junior clerk, 9 months 23 days at \$1,440.....	1,172.00	195.33	1,367.33
R. W. Cummings, of California, temporary junior civil engineer, 1 month 8½ days at \$1,320.....	141.17	25.66	166.83
I. S. Harper, of California, temporary junior civil engineer, 19 days at \$1,320.....	69.66	12.66	82.32
M. L. Gibney, of California, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Richard Thielmeyer, of California, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
J. L. Batchelor, of California, under clerk, 2 months at \$1,140, 10 months at \$1,320.....	1,290.00	240.00	1,530.00
A. A. Trew, of Oregon, junior clerk, 9 months 25½ days at \$1,320.....	1,082.85	196.88	1,279.73
D. I. Denis, of California, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
M. A. Knowles, of California, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Louis L. Packard, of Missouri, under clerk, 1 year at \$1,140.....	1,140.00	240.00	1,380.00
A. Linquist, of California, under clerk, 1 year at \$1,140.....	1,140.00	240.00	1,380.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Pacific district—Continued.</i>			
Mabel Mayon, of California, under clerk, 6 months at \$1,080, 6 months at \$1,140.....	\$1,110.00	\$240.00	\$1,350.00
R. T. Chapman, of Colorado, under clerk, 6 months at \$1,080, 6 months at \$1,140.....	1,110.00	240.00	1,350.00
M. E. Warner, of California, under clerk, 1 month 22 days at \$1,080.....	156.00	34.67	190.67
D. C. Dayton, of Iowa, junior civil engineer, 3 months 8 days at \$1,080.....	294.00	65.33	359.33
O. L. Ferarra, of California, temporary under clerk, 4 months at \$840; under clerk, 4 months at \$960.....	600.00	160.00	760.00
P. B. Greaves, of California, under clerk, 3 months 2 days at \$960.....	245.33	61.33	306.66
Eloise H. Doolittle, of California, under clerk, 15 days at \$900.....	40.00	10.00	50.00
K. I. Barker, of California, messenger girl, 15 days at \$800.....	25.00	10.00	35.00
F. C. Byers, of California, temporary messenger boy, 25 days at \$600.....	41.66	16.66	58.32
R. E. Willis, of California, temporary messenger girl, 10 months 13 days at \$480.....	417.33	208.67	626.00
J. F. Wollenden, of California, district accountant, 1 month at \$4,200, 11 months at \$6,000.....	5,850.00	.....	5,850.00
George A. Williamson, of California, assistant district account- ant, 4 months at \$3,600, 8 months at \$4,200.....	4,000.00	.....	4,000.00
Theodore V. Watterson, of California, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Wm. Griffith, of California, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
James T. Haslam, of California, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
William A. Salmen, of California, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
R. E. Currie, of California, accountant, 1 year at \$3,000.....	3,000.00	.....	3,000.00
W. A. Allen, of California, accountant, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
R. C. Dunbar, of California, accountant, 6 months at \$2,400, 6 months at \$2,520.....	2,460.00	230.00	2,690.00
H. W. Shreve, of California, accountant, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Homer M. Curtice, of California, accountant, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Matthew E. Hale, of California, accountant, 6 months at \$2,100, 6 months at \$2,400.....	2,250.00	240.00	2,490.00
William B. Granger, of California, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
William C. Loss, of California, accountant, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Wylie J. Dunn, of California, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Frank N. Parker, of Washington, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Charles W. Harmon, of California, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Louis J. Urdahl, of Oregon, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Warren S. Mullin, of California, accountant, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Richard W. J. Dillon, of California, clerk, 3 months at \$1,740; accountant, 9 months at \$2,100.....	2,010.00	240.00	2,250.00
L. T. Bristol, of California, accountant, 8 months 12 days at \$2,100.....	1,470.00	108.00	1,638.00
A. E. Parker, of Oregon, accountant, 1 month 28 days at \$2,100.....	338.33	38.67	377.00
Herbert F. Holm, of California, accountant, 7 months 1 day at \$2,100.....	1,230.83	140.67	1,371.50
G. A. Nipper, of California, accountant, 25½ days at \$2,100.....	148.75	17.00	165.75
Alfred B. Cushing, of Missouri, accountant, 1 month 23 days at \$2,100.....	309.17	35.33	344.50
John Feehey, of California, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Evelin Miller, of California, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Edna C. Braren, of California, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
E. C. Prognor, of California, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Seth E. Tracy, of Texas, valuation attorney, 1 year at \$6,000.....	6,000.00	.....	6,000.00
Wm. S. Graham, of Colorado, assistant valuation attorney, 10 months at \$3,300.....	2,750.00	.....	2,750.00
Milton W. Moore, of Washington, senior land appraiser, 1 month 20½ days at \$3,300.....	460.29	.....	460.29
Frank L. Mary, of Washington, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Herbert Stanley, of California, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Charles Edwin Woods, of Oregon, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Jno. E. Aitchison, of Oregon, senior land appraiser, 1 year at \$3,300.....	3,300.00	.....	3,300.00
John G. Brownson, of Kansas, senior land appraiser, 3 months at \$3,000, 9 months at \$3,300.....	3,225.00	.....	3,225.00
F. Marshall Jordan, of California, senior land appraiser, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Daniel W. Pierson, of California, senior land appraiser, 3 months at \$2,400, 9 months at \$3,000.....	2,850.00	60.00	2,910.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Pacific district—Continued.</i>			
Otto Weid, of California, senior land appraiser, 3 months at \$2,400, 9 months at \$3,000.....	\$2,850.00	\$60.00	\$2,910.00
J. Roy Boylin, of Tennessee, senior land appraiser, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
George A. Benedict, of Oregon, senior land appraiser, 1 month 23½ days at \$2,700.....	403.12	5.96	409.08
Robert J. Schmid, of Washington, senior land appraiser, 8 months 15 days at \$2,700.....	1,912.50	28.30	1,940.80
Harry R. Barton, of Montana, senior land appraiser, 8 months 15 days at \$2,700.....	1,912.50	28.30	1,940.80
Arthur A. Semsen, of California, senior land appraiser, 3 months at \$2,280, 9 months at \$2,400.....	2,370.00	240.00	2,610.00
Alexander G. Ingram, of California, senior land appraiser, 8 months 15 days at \$2,400.....	1,700.00	170.00	1,870.00
Francis Floyd Jones, of California, senior land appraiser, 11 months 29 days at \$2,100.....	2,094.17	239.33	2,333.50
Walter B. Anthony, of California, senior civil engineer, 10 months 27 days at \$1,800.....	1,635.00	218.00	1,853.00
R. B. Wong, of California, junior civil engineer, 1 month 6½ days at \$1,800.....	182.14	24.28	206.42
Robert H. Mulrean, of California, temporary junior civil engineer, 5 months 15 days, junior civil engineer, 4 months at \$1,680.....	1,330.00	190.00	1,520.00
W. C. Spencer, of California, temporary junior civil engineer, 8 months at \$1,680.....	1,120.00	160.00	1,280.00
Philip N. Lindquist, of California, junior land appraiser, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
Francis A. Boston, of Washington, junior land appraiser, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Ralph H. Sterner, of California, junior land appraiser, 3 months at \$1,500.....	375.00	60.00	435.00
Irene J. Dunphy, of California, junior clerk, 5 months 18½ days at \$1,200, 6 months at \$1,320.....	1,223.07	232.63	1,455.70
Evelyn F. Keen, of California, junior clerk, 3 months 6¾ days at \$1,320.....	355.28	64.60	419.88
Ella M. Allen, of California, junior clerk, 3 months 15 days at \$1,200.....	350.00	70.00	420.00
Mary B. Hoster, of California, junior clerk, 3 months 26 days at \$1,200.....	386.67	77.33	464.00
Richard G. Duane, of California, temporary junior clerk, 1 month 11 days at \$1,200.....	136.67	27.33	164.00
Emory E. Hoge, of California, temporary junior clerk, 1 month 23½ days at \$1,200.....	178.09	35.62	213.71
Archie M. Conley, of California, temporary junior clerk, 1 month 8 days at \$1,200.....	126.67	25.33	152.00
Letitia Farber, of California, under clerk, 5 months at \$1,080.....	450.00	100.00	550.00
Ethel E. Peterson, of California, under clerk, 2 months 20 days at \$1,080.....	240.00	53.33	293.33
Roy W. Gray, of California, senior telegraph and telephone engineer, 1 year at \$4,500.....	4,500.00	.....	4,500.00
C. D. Blackledge, of California, senior telegraph and telephone engineer, 5 months at \$2,400, 2 months at \$2,700.....	1,450.00	103.66	1,553.66
C. A. Mendenhall, of Washington, senior telegraph and telephone engineer, 4 months 20 days at \$2,700.....	1,050.00	15.54	1,065.54
D. P. Thompson, of California, telegraph and telephone inspector, 5 months at \$2,100, 7 months at \$2,400.....	2,275.00	240.00	2,515.00
W. C. Browning, of California, junior telegraph and telephone engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
G. S. Tulloch, of California, telegraph and telephone inspector, 29 days at \$1,800, 6 months at \$1,920.....	1,105.00	139.33	1,244.33
H. E. Riley, of California, junior telegraph and telephone engineer, 1 year at \$1,920.....	1,920.00	240.00	2,160.00
Total compensation to employees.....	2,093,717.48	168,450.86	2,262,177.34
Special services, John S. Worley, 21 days at \$25 per day.....	525.00	.....	.....
Other personal services, consisting of compensation to cooks and laborers.....	4,556.99	.....	.....
Rent of offices in the District of Columbia.....	15,000.00	.....	.....
Traveling expenses ¹	507,271.41	.....	.....
Incidental expenses ²	107,585.57	.....	.....
Total, all expenditures, valuation.....	2,728,656.45	.....	.....

¹ Includes transportation, per diem, and actual subsistence.

² Includes services other than personal, communications, stationery, supplies, furniture equipment, and rent outside of Washington.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for fiscal year ended June 30, 1921—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
INCREASE OF COMPENSATION.			
General appropriation.....	\$161,060.93	.....	.....
Examination of accounts.....	16,808.15	.....	.....
Bureau of safety.....	4,526.82	.....	.....
Locomotive inspection.....	4,789.07	.....	.....
Valuation:			
Regular employees.....	\$168,439.86		
Other personal services, consisting of com- pensation to cooks and laborers.....	1,797.98		
	170,237.84	.....	.....
Total increase of compensation.....	357,442.81	.....	.....
Total amount of expenditures for the fiscal year ended June 30, 1921.....	6,193,714.54

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